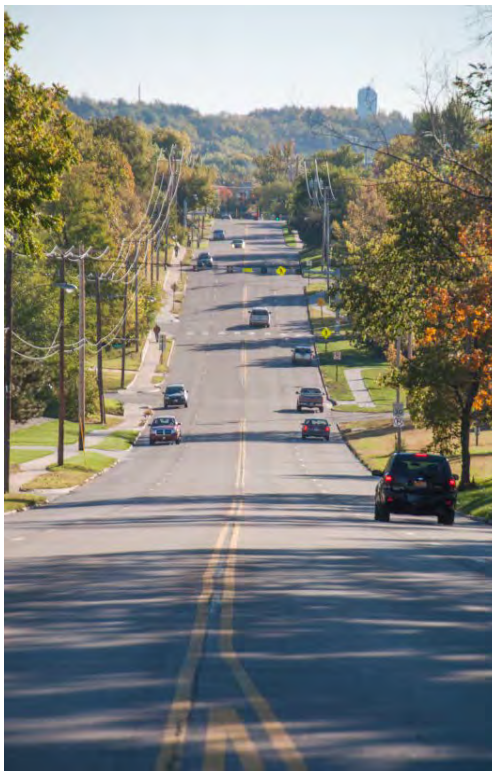
Manhattan Area 2035

BUILDING OUR FUTURE...TOGETHER.



Manhattan Urban Area Comprehensive Plan

March 2015

Official Copy as Incorporated by Ordinance No. 7131 and amended by Ordinance No. 7170

ORDINANCE NO. 7131

AN ORDINANCE UPDATING, AMENDING AND SUPERSEDING THE CURRENT COMPREHENSIVE PLAN FOR THE DEVELOPMENT OR REDEVELOPMENT OF THE MANHATTAN URBAN AREA AND THE CITY OF MANHATTAN, KANSAS BY THE ADOPTION, BY REFERENCE, OF THAT CERTAIN DOCUMENT KNOWN AS THE "MANHATTAN URBAN AREA COMPREHENSIVE PLAN, DATED MARCH 2015"

WHEREAS, following a public hearing on April 21, 2003, the publication known as the "Manhattan Urban Area Comprehensive Plan, dated April 2003" (the "MUACP – April 2003") was adopted as the current comprehensive plan for the development or redevelopment of the Manhattan Urban Area and the City of Manhattan, Kansas by the Manhattan Urban Area Planning Board with the adoption of MUAPB Resolution No. 042103-A; and

WHEREAS, the MUACP – April 2003 was a major amendment and update of the original comprehensive plan for the development or redevelopment of the Manhattan Urban Area and the City of Manhattan, Kansas which was originally adopted by the Manhattan Urban Area Planning Board on June 17, 1991, and

WHEREAS, the MUACP – April 2003 was approved and adopted pursuant to K.S.A. 12-747 by the Governing Body of the City of Manhattan, Kansas when it passed and adopted Ordinance No. 6350 on June 17, 2003; and

WHEREAS, the MUACP – April 2003, as originally approved and adopted by the Governing Body of the City and amended from time to time, currently consists of the base document, which is entitled the Manhattan Urban Area Comprehensive Plan, dated April 2003, and ten other separately bound documents which were incorporated into the base document that was approved and adopted by Ordinance No. 6350 or through subsequent amendments of the MUACP – April 2003 and which are entitled:

1. The Poyntz Avenue Corridor District Plan, as approved and adopted by City Ordinance No. 4839, on February 1, 1994;
2. The Grand Mere Community Master Plan, as approved and adopted by City Ordinance No. 6127, on April 4, 2000;
3. Downtown Tomorrow, A Redevelopment Plan For Downtown Manhattan, Kansas, as approved and adopted by City Ordinance No. 6132, on May 2, 2000;
4. The Manhattan Area Transportation Strategy: Connecting To 2020, as approved and adopted by City Ordinance No. 6128, on April 4, 2000;
5. The Aggieville – Campus Edge District Plan, as approved and adopted by City Ordinance No. 6498, on October 11, 2005;
6. The Eureka Valley – Highway K-18 Corridor Plan, as approved and adopted by City Ordinance No. 7003, on May 21, 2013;
7. The Gateway to Manhattan Plan, dated April 2011, as approved and adopted by City Ordinance No. 6893, on May 17, 2011;
8. The US-24 Corridor Management Plan, as approved and adopted by City Ordinance No. 6792, on November 3, 2009;

9. The Wildcat Creek Floodplain Management Plan, dated November 2013, as approved and adopted by City Ordinance No. 7047, on November 5, 2013;
10. Housing Manhattan: Planning For the Future, as approved and adopted by City Ordinance No. 6150, on August 1, 2000; and

WHEREAS, pursuant to the provisions of K.S.A. 12-747 and in conjunction with the Governing Body of the City of Manhattan, Kansas, the Manhattan Urban Area Planning Board has authorized and caused an update of the MUACP – April 2003 to be undertaken; and

WHEREAS, as part of the MUACP – April 2003 update process, a new Manhattan Area Transportation Strategy, dated March 2015, was developed to replace the Manhattan Area Transportation Strategy: Connecting To 2020 as a part of the new comprehensive plan; and

WHEREAS, as a result of the MUACP – April 2003 update process, it was determined that the document entitled Housing Manhattan: Planning For the Future, as adopted by City Ordinance No. 6150, on August 1, 2000 is no longer relevant as part of the comprehensive plan for the development or redevelopment of the Manhattan Urban Area and the City of Manhattan, Kansas and as such is not included in the new comprehensive plan; and

WHEREAS, following the conclusion of the MUACP – April 2003 update process, pursuant to the provisions of K.S.A. 12-747, the Manhattan Urban Area Planning Board gave proper notice in the official City newspaper and held a public hearing on Monday, March 2, 2015 to receive and consider comments and remarks relating to the amendment of the MUACP – April 2003 by the adoption of the Manhattan Urban Area Comprehensive Plan, dated March 2015 ("MUACP – March 2015"); and

WHEREAS, following said public hearing the Manhattan Urban Area Planning Board found that the MUACP – March 2015 has been developed and prepared using the comprehensive surveys and studies of past and present conditions and trends that are required by K.S.A. 12-747 to develop the Manhattan Urban Area Planning Board's recommendations for the development or redevelopment of the Manhattan Urban Area and the City of Manhattan, Kansas. The Manhattan Urban Area Planning Board further finds that the MUACP – March 2015 shows the Manhattan Urban Area Planning Board's recommendations for the development or redevelopment of the Manhattan Urban Area and the City of Manhattan, Kansas and, when taken in conjunction with the planning of the capital improvements programs and all other infrastructure and community planning undertaken by local governments within the Manhattan Urban Area, adequately addresses the items to be addressed in a comprehensive plan pursuant to K.S.A. 12-747; and

WHEREAS, the Governing Body of the City concurs with these findings of the Manhattan Urban Area Planning Board; and

WHEREAS, following said public hearing a majority of all members of the Manhattan Urban Area Planning Board voted to adopt MUAPB Resolution No. 030215-A updating, amending and superseding the current comprehensive plan for the development or redevelopment of the Manhattan Urban Area and the City of Manhattan, Kansas by the adoption, by reference, of that certain document known as the "Manhattan Urban Area Comprehensive Plan, dated March, 2015" ("MUACP – March 2015"); and

WHEREAS, the Governing Body of the City of Manhattan, Kansas, desires to approve and adopt by ordinance the MUACP – March 2015 in accordance with the recommendation for its approval and adoption made by the adoption of MUAPB Resolution No. 030215-A by the vote of a majority of all members of the Manhattan Urban Area Planning Board.

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF MANHATTAN, KANSAS:

SECTION 1. The update of the comprehensive plan for the development or redevelopment of the Manhattan Urban Area and the City of Manhattan, Kansas by the amendment and replacement of the MUACP – April 2003 with the MUACP – March 2015, including the documents incorporated therein by reference which are set forth in Section 2 of this Ordinance, is hereby approved and adopted. The provisions of the MUACP – March 2015 supersede the provisions of the MUACP – April 2003 and all other plans adopted by the Manhattan Urban Area Planning Board and approved by the Governing Body of the City of Manhattan, Kansas before the adoption of the MUACP – March 2015, except as herein provided.

SECTION 2. The publication known as the "Manhattan Urban Area Comprehensive Plan, dated March 2015," (the "MUACP – March 2015"), as adopted and promulgated by the Manhattan Urban Area Planning Board, is hereby adopted by and incorporated by reference within this Ordinance in code form as that term is defined in K.S.A. 12-3301(c). The MUACP – March 2015 consists of the base document, entitled the Manhattan Urban Area Comprehensive Plan, dated March 2015, and nine other separately bound documents, which are incorporated into the base document, and which are entitled:

1. The Poyntz Avenue Corridor District Plan, as approved and adopted by City Ordinance No. 4839, on February 1, 1994.
2. The Grand Mere Community Master Plan, as approved and adopted by City Ordinance No. 6127, on April 4, 2000.
3. Downtown Tomorrow, A Redevelopment Plan For Downtown Manhattan, Kansas, as approved and adopted by City Ordinance No. 6132, on May 2, 2000.
4. The Manhattan Area Transportation Strategy, Dated March 2015, as approved and adopted by this Ordinance.
5. The Aggieville – Campus Edge District Plan, as approved and adopted by City Ordinance No. 6498, on October 11, 2005.
6. The Eureka Valley – Highway K-18 Corridor Plan, as approved and adopted by City Ordinance No. 7003, on May 21, 2013.
7. The Gateway to Manhattan Plan, dated April 2011, as approved and adopted by City Ordinance No. 6893, on May 17, 2011.
8. The US-24 Corridor Management Plan, as approved and adopted by City Ordinance No. 6792, on November 3, 2009.
9. The Wildcat Creek Floodplain Management Plan, dated November 2013, as approved and adopted by City Ordinance No. 7047, on November 5, 2013.

SECTION 3. At least one (1) copy of the MUACP – March 2015 shall be marked or stamped "Official Copy as Incorporated by Ordinance No. 7131", and shall be attached to a copy of this Ordinance and filed with the City Clerk to be open to inspection and available to the public at all reasonable business hours. All administrative departments of the City charged with enforcement of this Ordinance shall be supplied, at the cost of the City, such number of official copies of this Ordinance with copies of the MUACP – March 2015 attached that are marked or stamped "Official Copy as Incorporated by Ordinance No. 7131" as may be deemed expedient.

SECTION 4. City Ordinances No. 6128, 6150, 6350 and all other prior Ordinances in conflict herewith are hereby repealed; provided, however, that this repeal shall not interfere with, abrogate or annul the applicability of any previously approved and adopted comprehensive plan, comprehensive plan amendment or other plan during the period of time they were in force and effect.

SECTION 5. This Ordinance shall take effect and be in force from and after its passage and publication in The Manhattan Mercury.

PASSED AND ADOPTED THIS 7TH DAY OF APRIL, 2015, BY THE GOVERNING BODY OF THE CITY OF MANHATTAN, KANSAS.

ATTEST:

GARY S. FEES, MMC, CITY CLERK

WYNN BUTLER, MAYOR

ORDINANCE NO. 7170

AN ORDINANCE AMENDING THE CURRENT COMPREHENSIVE PLAN FOR THE DEVELOPMENT OR REDEVELOPMENT OF THE MANHATTAN URBAN AREA AND THE CITY OF MANHATTAN, KANSAS ENTITLED THE "MANHATTAN URBAN AREA COMPREHENSIVE PLAN, DATED MARCH 2015" BY THE ADOPTION, BY REFERENCE, OF THE "HARTFORD HILL MASTER PLAN, DATED SEPTEMBER 2015"

WHEREAS, following a public hearing on March 2, 2015, the publication known as the "Manhattan Urban Area Comprehensive Plan, dated March 2015" (the "MUACP") was adopted as the current comprehensive plan for the development or redevelopment of the Manhattan Urban Area and the City of Manhattan, Kansas by the Manhattan Urban Area Planning Board (the "MUAPB") with the adoption of MUAPB Resolution No. 030215-A; and

WHEREAS, the MUACP was approved and adopted pursuant to K.S.A. 12-747 by the Governing Body of the City of Manhattan, Kansas when it passed and adopted Ordinance No. 7131 on April 7, 2015; and

WHEREAS, the MUACP, as approved and adopted by the Governing Body of the City, currently consists of the base document, which is entitled the Manhattan Urban Area Comprehensive Plan, dated March 2015, and nine other separately bound documents which were incorporated into the base document that was approved and adopted by Ordinance No. 7131 and which are entitled:

1. The Poyntz Avenue Corridor District Plan, as approved and adopted by City Ordinance No. 4839, on February 1, 1994;
2. The Grand Mere Community Master Plan, as approved and adopted by City Ordinance No. 6127, on April 4, 2000;
3. Downtown Tomorrow, A Redevelopment Plan For Downtown Manhattan, Kansas, as approved and adopted by City Ordinance No. 6132, on May 2, 2000;
4. The Manhattan Area Transportation Strategy, dated March 2015, as approved and adopted by City Ordinance No. 7131, on April 7, 2015 and Riley County Resolution No. 032315-07 on March 23, 2015;
5. The Aggieville – Campus Edge District Plan, as approved and adopted by City Ordinance No. 6498, on October 11, 2005;
6. The Eureka Valley – Highway K-18 Corridor Plan, as approved and adopted by City Ordinance No. 7003, on May 21, 2013 and Riley County Resolution No. 050213-28 on May 2, 2013;
7. The Gateway to Manhattan Plan, dated April 2011, as approved and adopted by City Ordinance No. 6893, on May 17, 2011 and Riley County Resolution No. 042511-08 on April 25, 2011;
8. The US-24 Corridor Management Plan, as approved and adopted by City Ordinance No. 6792, on November 3, 2009;

9. The Wildcat Creek Floodplain Management Plan, dated November 2013, as approved and adopted by City Ordinance No. 7047, on November 5, 2013 and Riley County Resolution No. 112513-73 on November 25, 2013; and,

WHEREAS, the Hartford Hill Master Plan, dated September 2015, which was prepared by owners of the land subject to the plan and presented to City staff, provides additional guidance for development of the 320 acre site, including phasing, access, drainage and utility service, parks and trails, land use, and Fort Riley Noise Impact mitigation; and,

WHEREAS, pursuant to the provisions of K.S.A. 12-747, the Manhattan Urban Area Planning Board gave proper notice in the official City newspaper of a public hearing to be held during the August 17, 2015 meeting of the MUAPB to receive comments and remarks relating to this amendment; and,

WHEREAS, during the August 17, 2015 meeting of the MUAPB, the MUAPB tabled and continued the public hearing until the September 10, 2015 meeting of the MUAPB to allow for additional relevant information to be gathered and presented for public comment in front of the MUAPB; and,

WHEREAS, during the public hearing on Thursday, September 10, 2015, the MUAPB received comments and remarks relating to this amendment; and,

WHEREAS, following said public hearing the Manhattan Urban Area Planning Board found that the Hartford Hill Master Plan, dated September 2015 has been developed and prepared in light of the comprehensive surveys and studies of past and present conditions and trends required by K.S.A. 12-747 which were made in support of the adoption of the MUACP as well as additional information necessary to develop the Manhattan Urban Area Planning Board's recommendations for the development or redevelopment of the portion of the Manhattan Urban Area and the City of Manhattan, Kansas covered by the Hartford Hill Master Plan, dated September 2015. The Manhattan Urban Area Planning Board further found that, upon its amendment to include the Hartford Hill Master Plan, dated September 2015, the MUACP will show the Manhattan Urban Area Planning Board's recommendations for the development or redevelopment of the Manhattan Urban Area and the City of Manhattan, Kansas and, when taken in conjunction with the planning of the capital improvements programs and all other infrastructure and community planning undertaken by local governments within the Manhattan Urban Area, adequately addresses the items to be addressed in a comprehensive plan pursuant to K.S.A. 12-747; and

WHEREAS, the Governing Body of the City concurs with these findings of the Manhattan Urban Area Planning Board; and

WHEREAS, following said public hearing a majority of all members of the Manhattan Urban Area Planning Board voted to adopt MUAPB Resolution No. 091015-A amending the MUACP by the adoption, by reference, of the "Hartford Hill Master Plan, dated September 2015"; and

WHEREAS, the Governing Body of the City of Manhattan, Kansas, desires to approve and adopt by ordinance the amendment of the MUACP by the adoption, by reference, of the "Hartford Hill Master Plan, dated September 2015" in accordance with the recommendation for its approval and adoption made by the adoption of MUAPB Resolution No. 091015-A by the vote of a majority of all members of the Manhattan Urban Area Planning Board.

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF MANHATTAN, KANSAS:

SECTION 1. The amendment of the "Manhattan Urban Area Comprehensive Plan, dated March 2015" (the "MUACP") to incorporate the Hartford Hill Master Plan, dated September 2015, as adopted by the Manhattan Urban Area Planning Board, is hereby approved and adopted. The publication known as the Hartford Hill Master Plan, dated September 2015, as adopted by the Manhattan Urban Area Planning Board, is incorporated by reference within this Ordinance in code form as that term is defined in K.S.A. 12-3301(c).

SECTION 2. The list of "Related Plans and Policy Documents" contained in Chapter 3 and Appendix B of the MUACP shall henceforth be read to include the Hartford Hill Master Plan, dated September 2015.

SECTION 3. Following this amendment, the MUACP shall consist of the base document, entitled the Manhattan Urban Area Comprehensive Plan, dated March 2015, and ten other separately bound documents, which are incorporated into the base document, and which are entitled:

1. The Poyntz Avenue Corridor District Plan, as approved and adopted by City Ordinance No. 4839, on February 1, 1994.
2. The Grand Mere Community Master Plan, as approved and adopted by City Ordinance No. 6127, on April 4, 2000.
3. Downtown Tomorrow, A Redevelopment Plan For Downtown Manhattan, Kansas, as approved and adopted by City Ordinance No. 6132, on May 2, 2000.
4. The Manhattan Area Transportation Strategy, Dated March 2015, as approved and adopted by Ordinance No. 7131, on April 7, 2015.
5. The Aggieville – Campus Edge District Plan, as approved and adopted by City Ordinance No. 6498, on October 11, 2005.
6. The Eureka Valley – Highway K-18 Corridor Plan, as approved and adopted by City Ordinance No. 7003, on May 21, 2013.
7. The Gateway to Manhattan Plan, dated April 2011, as approved and adopted by City Ordinance No. 6893, on May 17, 2011.
8. The US-24 Corridor Management Plan, as approved and adopted by City Ordinance No. 6792, on November 3, 2009.
9. The Wildcat Creek Floodplain Management Plan, dated November 2013, as approved and adopted by City Ordinance No. 7047, on November 5, 2013.
10. The Hartford Hill Master Plan, dated September 2015, as approved and adopted by this Ordinance.

SECTION 4. At least one (1) copy of the MUACP containing the Hartford Hill Master Plan, dated September 2015 shall be marked or stamped "Official Copy as Incorporated by Ordinance No. 7131 and amended by Ordinance No. 7170", and shall be attached to a copy of Ordinance No. 7131 and a copy of this Ordinance and filed with the City Clerk to be open to inspection and available to the public at all reasonable business hours. All administrative departments of the City charged with enforcement of Ordinance No. 7131 and this Ordinance shall be supplied, at the cost of the City, such number of official copies of Ordinance No. 7131 and this Ordinance with copies of the MUACP containing the Hartford Hill Master Plan, dated September 2015, attached that are marked or stamped "Official Copy as Incorporated by Ordinance No. 7131 and amended by Ordinance No. 7170" as may be deemed expedient.

SECTION 5. This Ordinance shall take effect and be in force from and after its passage and publication in The Manhattan Mercury.

PASSED AND ADOPTED THIS 20TH DAY OF OCTOBER, 2015, BY THE GOVERNING BODY OF THE CITY OF MANHATTAN, KANSAS.

(SEAL)

ATTEST:

Gary S. Fees, MMC, City Clerk

Karen McCulloh, Mayor

Acknowledgements

MANHATTAN CITY COMMISSION

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Karen McCulloh, Mayor Pro Tem
Rich Jankovich, City Commissioner
Usha Reddi, City Commissioner
John Matta, City Commissioner

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Chapter 1: Introduction

Plan Overview

The Manhattan Urban Area Comprehensive Plan (the Comprehensive Plan) is a joint planning initiative of the City of Manhattan, Pottawatomie County, and Riley County. The 2014 Comprehensive Plan update process—Manhattan Area 2035—was a coordinated effort of the City of Manhattan in partnership with Riley and Pottawatomie Counties and included major updates to both the Comprehensive Plan and Manhattan Area Transportation Strategy (MATS). This Comprehensive Plan updates and replaces the most recent plan, adopted in 2003, which had been amended several times to reflect the changing needs and aspirations of the community.

This updated Comprehensive Plan incorporates current issues and policy recommendations, as well as those of numerous City and County policy plans, into a single document. The Comprehensive Plan does not replace other recently developed and adopted plans and policy documents, but seeks to better integrate them. Some of the existing plans and policy documents that have been integrated with this Comprehensive Plan include the Aggieville Campus Edge District Plan -2005; US Corridor Management Plan - 2009; Gateway To Manhattan Plan - 2011; Eureka Valley - Highway K-18 Corridor Plan - 2013; and the Wildcat Creek Floodplain Management Plan - 2013. This Comprehensive Plan ensures that the needs of the growing community will be addressed, and that appropriate guidance is provided for future decision-making on issues such as land use, growth management, community design, natural resources and the environment, historic preservation, regional coordination, housing and neighborhoods, transportation, infrastructure and services, economic development and job creation, and other quality of life issues. The Comprehensive Plan is intended to provide policy guidance over the next ten to twenty years.

Manhattan Area 2035—Reflections and Progress

Background

More than ten years have passed since the adoption of the 2003 Manhattan Urban Area Comprehensive Plan. The Manhattan Area 2035 process provided an opportunity for the community to revisit the Comprehensive Plan to evaluate key accomplishments as well as areas for improvement. It also provided an opportunity to review current trends and conditions, explore new issues and opportunities, and ensure recommendations contained in the updated plan were aligned with the community's vision and goals for the future.

Major Factors Influencing the Plan Update

By 2035, the Planning Area population could grow to more than 80,000. Ongoing growth, land and infrastructure limitations, changing community demographics (e.g., more older adults and millennials), new employment and anticipated spinoff opportunities created by the National Bio and Agro-defense Facility (NBAF) and other University-related industries, ongoing uncertainty related to Fort Riley troop levels, increased demand for student housing, recent and ongoing Downtown redevelopment activity, and core area neighborhood stability were among the key issues and opportunities that influenced the Plan update.

NOTABLE CHANGES: POLICY FRAMEWORK

Refinements to the guiding principles, goals, and policies were made throughout the plan in response to community input and new issues and opportunities that emerged through the process. Notable changes to the policy framework are summarized briefly below:

- Expanded policy emphasis on quality of life considerations such as neighborhood livability, housing diversity, infill and redevelopment, parks and recreation, pedestrian and bicycle connectivity, historic preservation, public safety, and community resiliency.
- Expanded policy linkage to the updated Manhattan Area Transportation Strategy (MATS).
- Linkages to and integration of recently adopted area and corridor plans.
- A simplified structure organized around the eight key objectives (Chapters 3-10).

NOTABLE CHANGES: FUTURE GROWTH OPPORTUNITIES

While many aspects of the Future Land Use map remained stable, the following opportunity areas were identified through the Manhattan Area 2035 process and are proposed for consideration:

- ***Expanded Infill and Redevelopment Opportunities in the Core Area***—expanded opportunities for student-oriented housing are provided adjacent to the Kansas State University (KSU) Campus through a new "Urban Core Residential" designation of approximately five blocks and targeted expansion of the existing High Density Residential designation. Additional emphasis on infill and redevelopment is also encouraged within the Central Core District (includes Downtown and Aggieville), north of Bluemont Avenue along Tuttle Creek Boulevard, and in underutilized commercial centers.
- ***Proposed downzoning east of City Park***—in conjunction with the opportunities for infill and redevelopment outlined above, the Future Land Use map designation for an approximately 11 block area east of City Park is proposed to be changed from Residential Medium/High Density to Residential Low/Medium Density. This would be implemented through a change to the underlying zoning and is intended to promote the stabilization and revitalization of one of the City's more intact core area neighborhoods.

- ***Addition of the Blue Township Urban Growth Area***—the addition of an expanded area along the East US-24 corridor to the Comprehensive Plan, working in collaboration with Pottawatomie County, significantly expands long-term opportunities for urban residential development and supporting uses within the Manhattan Urban Area, addressing workforce housing and land supply considerations.
- ***Expanded employment opportunities along the West US-24 Corridor*** - New employment/service commercial opportunities in the West US-24 Corridor in Riley County are proposed to support ongoing economic development in the region and build on the area's proximity to KSU and NBAF.

Planning Area

The Planning Area boundary for the Manhattan Area 2035 effort contains approximately 93 square miles and includes the City of Manhattan, and areas within unincorporated Riley and Pottawatomie Counties that are influenced by proximity to the City. The boundary for the 2003 Comprehensive Plan included a smaller portion of Pottawatomie County. In 2014, the Planning Area Boundary was expanded to encompass a greater portion of the area influenced by the City of Manhattan, including expanded portions of Riley and Pottawatomie Counties. Specifically, as illustrated in Figure 1 below, the 2014 boundary has been modified to include areas north of Tuttle Creek Boulevard (US-24), a greater portion of Blue Township to the east of the City, and to square off the southern edge of the Planning Area.

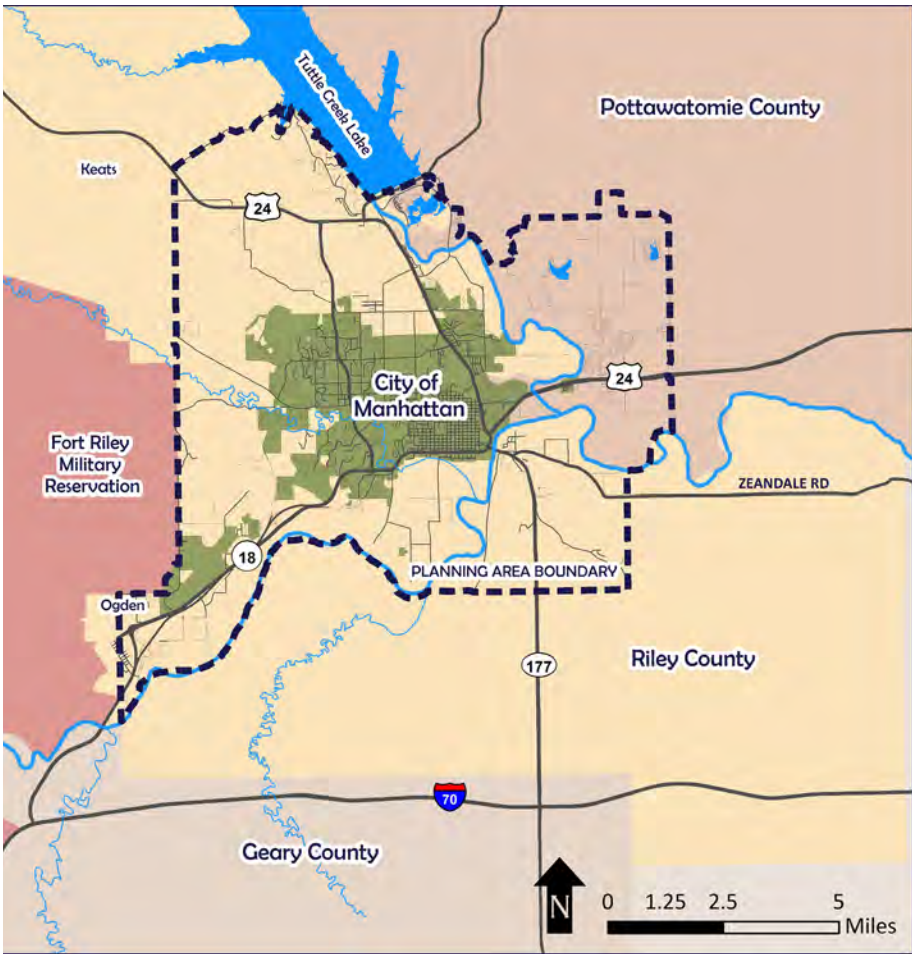


Figure 1-Planning Area boundary and regional context.

Plan Jurisdiction

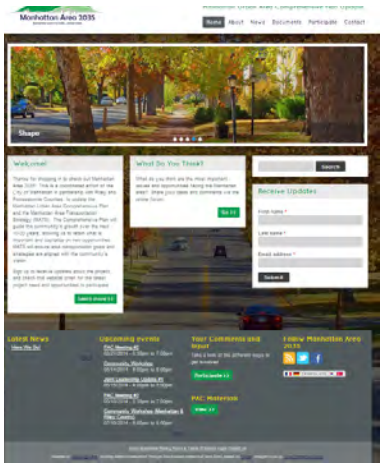
For purposes of this plan, the Manhattan Urban Area shall be defined as that area encompassed within the plan boundary. This document is the Comprehensive Plan for the Manhattan Urban Area, the City of Manhattan, Kansas and those portions of Riley and Pottawatomie Counties that lie within the plan boundary. This document is adopted pursuant to K.S.A. 12-747 and is the official policy guide for the Manhattan Urban Area. The Manhattan Urban Area includes the jurisdiction of the Manhattan Urban Area Planning Board and portions of the jurisdictions of the Riley County Planning Board and the Pottawatomie County Planning Commission.

Planning Process

Ensuring equal and fair representation of a diverse community and providing adequate opportunity for community involvement were key considerations throughout the planning process. Public officials, staff, consultants, advisory committee members and the public collaborated over a period of 15 months from December 2013 through March 2015 to develop the updated Comprehensive Plan and MATS. The Project Management Team, consisting of consultants and staff from the City and Counties, were guided by a Project Advisory Committee.

Numerous opportunities were provided for the public and other stakeholders to participate throughout the process of developing the Comprehensive Plan. These opportunities are summarized briefly below.

Web and Social Media



A project website at www.manhattanarea2035.com, served as the main hub for information about the Manhattan Area 2035 process. The website included information about community outreach opportunities, contact information, and provided access to meeting summaries and interim work products available for review and comment throughout the project. The website also provided interactive online engagement tools, an online public forum, and a direct link from the City and County websites. The City and Riley County's InTouch system of email notifications was also utilized to keep residents informed of events as the planning process proceeded. City and County Twitter and Facebook accounts were also used to connect followers to the project website and announce public events and project news.

Community Workshops and Forums

A series of community workshops and forums were held at key points during the planning process. The community workshops and forums were locally advertised events designed to provide citizens an opportunity to participate in hands-on plan development, review project materials and convey their questions and concerns to local staff and the consultant team. A total of 7 community workshops and forums were held during the course of the project.

Electronic Newsletters

Electronic newsletters or "E-blasts" were distributed at key points in the project to provide updated information about the process, dates and locations of upcoming community outreach opportunities, and contact information. Flyers and other informational displays were placed at City Hall, the Manhattan Public Library, Riley County administration buildings, the Pottawatomie County Administration building, and other locations on several occasions.

Newspaper, Internet, Radio, and Television

Regular project updates were provided to the local media, and all meeting notices were printed in the newspaper and posted on the City's local access Cable Channel 3 and the project website. In addition, members of the Project Management Team visited local radio talk shows on several occasions throughout the project to discuss the planning efforts and increase community awareness.

Project Advisory Committee

A 20-member Project Advisory Committee (PAC) was appointed by the City and County Commissions and consisted of representative members of the community from a broad cross-section of interest groups, as well as elected and appointed officials. The Committee met regularly with the Project Management Team to discuss issues and ideas and provide input on draft work products, and served as a focal point for the development of the plan.

Technical Advisory Committee

A Technical Advisory Committee (TAC) consisting of key representatives from the various service departments of the City and Counties met as needed to discuss specific issues throughout the planning process. The Committee primarily served as a technical resource for the Project Management Team to address specific questions or issues as they emerged during the process.

Elected Officials and Planning Board Updates

The Project Management Team held meetings with members of the City Commission and both Boards of County Commissioners at key points in the planning process, to provide progress updates, present preliminary findings and alternative solutions, and receive policy direction.

How to Use this Plan

Organization

In addition to this introduction, the Comprehensive Plan is organized into a series of chapters—organized around the community's eight key objectives—that address the various elements required by K.S.A. 12-747, as well as others needed to help support the Growth Vision and the unique needs of the City and Counties. Table 1.1 provides an overview of each chapter in the Plan. The chapters and maps contained in the Comprehensive Plan are interrelated and should not be used independently from other adopted elements of the Comprehensive Plan. The Comprehensive Plan consists of both written policy recommendations and maps, which should be used together when making decisions. The Plan must be reviewed annually at a public hearing and revised, as needed, to reflect changing conditions and the aspirations of the citizens of the Manhattan Urban Area.

Table 1.1: Comprehensive Plan Overview	
CHAPTER(S)	**TOPICS/ELEMENTS ADDRESSED**
CHAPTER 2: GROWTH VISION AND KEY OBJECTIVES	
Includes the Growth Vision, which reflects the community's vision for the future, and eight key objectives which describe in greater detail desired outcomes the community wishes to pursue in order to achieve its future vision and serve as an organizing framework for Chapters 3-12.	
CHAPTERS 3-10: GUIDING PRINCIPLES, GOALS, AND POLICIES TO ACHIEVE THE GROWTH VISION	
3—A Coordinated and Efficient Pattern of Growth	Land use and growth management; also includes the Future Land Use map and Land Use Category definitions
4—Preserve and Enhance Natural Resources and Promote Resiliency	Natural resources and environment, hazard mitigation and community resiliency, green infrastructure, and sustainable development practices
5—Efficent Use and Expansion of Public Facilities and Services	Public facilities and services
6—Active Community Invovement and Regional Cooperation	Regional coordination, community involvement
7— A Balanced Multi-modal Transportation System	Multi-modal transportation; in conjunction with Manhattan Area Transportation Strategy (MATS), serves as the transportation element
8— Healthy, Livable Neighborhoods Offering a Variety of Lifestyle Options	Housing and neighborhoods
9—An Active Community Recognized for its Quality of Life and Strong Sense of Place	Historic preservation, community design, parks and recreation
10—A Strong, Diversified Economic Base	Economic development
CHAPTER 11: SPECIAL PLANNING AREA POLICIES	
Provides additional background and context and supporting policies to address area-specific considerations within the Planning Area. Area specific policies are provided for: Downtown Manhattan; Aggieville-Campus Edge; K-177/Gateway Corridor; West Anderson Corridor; West of Scenic Drive; Miller Parkway Corridor; Eureka Valley/Highway K-18 Corridor; Blue Township/East US-24 Corridor; West US-24 Corridor; and Blue River Valley.	
CHAPTER 12: ACTION PLAN	
Details recommended actions required to implement the Plan and establishes procedures for monitoring and amending the Plan.	
APPENDIX A: FUTURE GROWTH OPPORTUNITY AREAS	
Provides a discussion of criteria used to identify Future Growth Opportunities within the Manhattan Urban Area; includes Future Growth Opportunities map.	
APPENDIX B: RELATED PLANS AND POLICY DOCUMENTS	
Provides a brief summary of related plans and policy documents as referenced throughout the Comprehensive Plan.	
APPENDIX C: SUPPLEMENTAL UTILITY PLANNING INFORMATION	
Contains supplemental water/wastewater utility planning information for the West US-24 Corridor and the Blue Township/East US-24 Corridor.	
APPENDIX D: GROWTH CAPACITY COMPARISON (2003-2015)	
Contains a comparison of residential and non-residential growth capacity between the 2003 and 2015 versions of the Manhattan Urban Area Comprehensive Plan.	

Table 1.1: Comprehensive Plan Overview	
CHAPTER(S)	**TOPICS/ELEMENTS ADDRESSED**
APPENDIX E: TRENDS AND FORCES REPORT	
Contains background information used to help inform the Manhattan Area 2035 process: • ***Community Profile*** – This section summarizes relevant data, existing conditions, and future projections across a range of topics. It is intended to provide a concise profile of planning-related issues and opportunities across the Manhattan Area. • ***Inventory Maps*** – These maps supplement the data and analysis contained within the Community Profile and add geographical context to the discussion of current and future trends and forces.	

Plan Components

The Comprehensive Plan's policy framework is comprised of a hierarchy of information. Together these components help support and inform decision-making at all levels - linking broad concepts to recommended policies and detailed actions.

Growth Vision and Key Objectives

The Growth Vision reflects the community's desired future. It is embodied in eight Key Objectives which describe in greater detail desired outcomes the community wishes to accomplish in order to achieve its vision for the future. These objectives also set the framework for the Plan's chapters.

Guiding Principles

are statements of the community's core values that will be used to support the implementation of the Growth Vision and Key Objectives.

Goals

provide general direction and targets to guide the community.

Policies

provide specific guidance and positions for daily decision-making

Actions

establish specific strategies (e.g., programs, funding mechanisms, regulatory tools) to advance the Growth Vision and Key Objectives

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Chapter 2: Growth Vision

Growth Vision

The Manhattan Urban Area Growth Vision is based on the premise that the health of the community and the quality of life of its residents are not dependent on any one factor. The underlying approach of the Growth Vision is an understanding that the community must seek a balance between environmental, economic, and social considerations. Each of these components is interrelated and essential to the continued health and sustainability of the community. Viewed together, they provide a basis for formulating the Growth Vision. The Growth Vision reflects the community's ideal future:

> ***An economically vital community providing attractive growth opportunities to local, national, and global companies; diverse employment and affordable housing options; and robust quality of life programs to serve the Manhattan Urban Area. A caring community offering quality education; equal opportunities to seek a higher quality of life; and a community which recognizes the importance of conserving and enhancing its natural, historic, and cultural resources.***

Key Objectives

The Growth Vision is embodied in the eight key objectives below, which describe in more detail the desired outcomes the community wishes to accomplish in order to achieve its ideal future. The Key Objectives provide an organizing framework for the Plan, which is comprised of a series of guiding principles, goals, and policies that will guide the City and Counties in their efforts to implement the community's vision.

A Coordinated and Efficient Pattern of Growth

The Manhattan Urban Area will have a compact development pattern that encourages growth to locate within the Urban Service Area Boundary and Blue Township Urban Growth Area, fosters the efficient provision of infrastructure and services, and balances development and conservation of the natural environment to the extent feasible. Targeted infill and redevelopment and ongoing revitalization will be encouraged around the KSU campus, in Downtown and Aggieville, along major commercial corridors, and in other areas of potential change. Greenfield development located within identified urban growth areas will occur in an orderly, contiguous manner, while lower density rural development will occur in a manner that protects natural features and maintains the open rural character of the Counties in areas that are not appropriate for urban development. The maintenance of viable agricultural operations outside of the Urban Service Area Boundary and Blue Township Urban Growth Area will also be encouraged.

Preserve and Enhance Natural Resources and Promote Resiliency

Residents of the Manhattan Urban Area feel strongly about conserving the area's natural amenities and scenic quality. The City and Counties will work to preserve and enhance natural features and resources that provide wildlife habitat, maintain environmental quality, and enrich the lives of residents through education, observation, and outdoor recreation opportunities. Preserving the area's natural features and resources will help maintain the community's identity and sense of place, as well as its desirability as a place to live, work, and visit. Ongoing coordination on hazard mitigation issues and limitations on growth in flood or other hazard prone areas will help minimize future property damage and potential loss of life and promote the overall resiliency of the community when faced with potential disasters.

Efficient Use and Expansion of Public Facilities and Services

The availability of water, wastewater, fire protection, police protection, parks and other utilities and services affects the safety and quality of life for residents and the economic stability of the Manhattan Urban Area. The development pattern promoted by this Comprehensive Plan will provide for long-term development needs, while achieving a more cost-effective and efficient provision of infrastructure and public facilities. As the community continues to grow and as fiscal resources for facilities and services remain constrained, it will be increasingly important to maintain the right balance between the expansion of infrastructure facilities to serve new areas, with pressing needs for maintenance and upgrades of existing systems, and to promote continued collaboration among the many service providers within the Manhattan Urban Area.

Active Community Involvement and Regional Cooperation

The City and Counties will continue to foster coordination and cooperation between themselves, the Flint Hills Metropolitan Planning Organization, Flint Hills Regional Council, Kansas State University, Flint Hills Economic Development District, Flint Hills Regional Transit Administration, Fort Riley, Manhattan Urban Area Planning Board, Riley County Planning Board, Pottawatomie County Planning Commission, area service providers, and others in the region on issues of shared significance. A range of opportunities for public participation in the planning process will be provided to promote increased awareness and civic engagement among all segments of the community—youth, college students, young families, retirees, and older adults.

A Balanced Multi-Modal Transportation System

Mobility, efficiency, and safety are important components of the Manhattan Urban Area transportation system. Current and future mobility needs will be addressed by considering land use decisions in concert with transportation decisions and establishing an efficient transportation system with connected local and regional roads and viable transit alternatives. The City and Counties will ensure that streets are designed and

retrofitted in appropriate areas to promote a balance of travel modes—vehicles, bicycles, pedestrians, and transit.

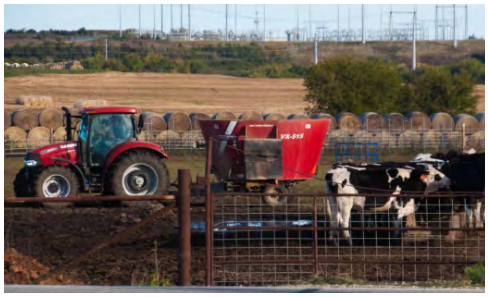
Healthy, Livable Neighborhoods Offering a Variety of Lifestyle Options

The City and Counties will promote neighborhoods that contain a mix of land uses and diversified housing options to serve a growing and changing population, including housing that is affordable. The City and Counties will work to maintain the quality and character of established neighborhoods throughout the Manhattan Urban Area and ensure that infill and redevelopment is compatible with existing neighborhoods and is appropriate in size, scale, design and use. New neighborhoods should be located within the Urban Service Area Boundary or within the Blue Township Urban Growth Area, where residents of all ages, abilities, and financial means will have access to the full range of infrastructure, facilities, and services to lead active, healthy lifestyles.

An Active Community Recognized for its Quality of Life and Strong Sense of Place

The Manhattan Urban Area's unique natural setting, high-quality built environment, historic and cultural resources, parks and recreational facilities, and other assets enrich the lives of residents and appeal to visitors. The City and Counties recognize the role these amenities play in the quality of life of residents and the community's ability to attract new employers and employees and maintain a strong sense of place as it grows. An emphasis will be placed on the protection and enhancement of these resources to meet the needs of both current and future residents.

A Strong, Diversified Economic Base



The City and Counties will facilitate employment and commercial development opportunities that provide a variety of jobs and services to residents, support the retention and expansion of local businesses, and that make a positive contribution to the community and region. The City and Counties will work with area partners to attract new local, national, and global employers to the Manhattan Urban Area by continuing to promote the community's unique Flint Hills setting, quality of life amenities, diverse lifestyle options, and educational and research resources, and by encouraging a balanced mix of housing options. The City and Counties will continue to coordinate with Fort Riley, Kansas State University, and other major institutions and employers to plan for future growth and regional fluctuations, as needed. This focus should be on diversifying the region's economy with more private primary employment to promote economic diversity and resiliency.

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Chapter 3: A Coordinated and Efficient Pattern of Growth

The guiding principles, goals, and policies in this chapter play an important role in shaping each of the other chapters in the Comprehensive Plan. However, related guiding principles, goals, and policies in the following chapters are most integrally related to the community's ability to achieve a coordinated and efficient pattern of growth: Chapter 6: Efficient Use and Expansion of Public Facilities and Services; Chapter 8: A Balanced Multi-Modal Transportation System; and Chapter 9: Healthy, Livable Neighborhoods Offering a Variety of Lifestyle Options.

Background and Intent

Growth brings a number of benefits to a community; however, it also brings a number of impacts and costs. To help balance these factors, the City and Counties seek to promote an urban development pattern that reflects a sustainable use of land, energy and other resources by encouraging orderly, contiguous growth and minimizing single-use or low-density, dispersed development in areas that have been identified for urban density growth. The Manhattan Urban Area will have a compact development pattern that encourages growth to locate within the Urban Service Area Boundary and Blue Township Urban Growth Area, fosters the efficient provision of infrastructure and services, and balances development and conservation of the natural environment to the extent feasible. Targeted infill and redevelopment and ongoing revitalization will be encouraged around the KSU campus, in Downtown and Aggieville, along major commercial corridors, and in other areas of potential change. Greenfield development will occur in a manner that protects natural features and maintains the open rural character of the Counties in areas that are not appropriate for urban development. The maintenance of viable agricultural operations outside of the Urban Service Area Boundary and Blue Township Urban Growth Area will also be encouraged.

Facilitating a coordinated and efficient pattern of growth is based on the following guiding principles:

- Sustainable use of land, infrastructure and services, and natural resources; and
- A balanced mix of land uses to meet the needs of current and future generations.

The goals and policies in this chapter, in conjunction with the Future Land Use map, and the supporting policy documents identified at the end of this chapter and other goals and policies contained in this Plan, should be used to guide the location, type, and quantity of future growth within the Manhattan Urban Area over the next ten to twenty years. Together, this chapter and the noted documents serve as the Land Use Element of the Comprehensive Plan.

Guiding Principles, Goals, and Policies (GM)

Guiding Principle GM-1: Sustainable use of land, infrastructure and services, and natural resources

GOAL GM-1.1: ENCOURAGE ORDERLY, EFFICIENT, AND CONTIGUOUS GROWTH AND MINIMIZE LOW-DENSITY, DISPERSED DEVELOPMENT

GM-1.1A: Urban Service / Growth Area Boundaries

The Urban Service Area Boundary and Blue Township Urban Growth Area (as shown on the Future Land Use map) define areas within the Manhattan Urban Area suitable for urban development based on physical characteristics, service capability and the community's vision for future growth. Consider the following when evaluating development within or proposed expansions of either boundary:

- Capacity for sewer service from a gravity flow system;
- Water availability and potential service providers;
- Economic and fiscal capacity factors;
- Land use needs for various activities and choices of economic level and lifestyle;
- Growth objectives and priorities as established by the Growth Vision and City and County Capital Improvements Programs;
- Land use and transportation patterns as they exist and as projected by this Comprehensive Plan;
- Natural features such as ridge lines, stream ways, prime farmlands, floodplains, and soil types; and
- Fort Riley and Airport noise impact areas as they relate to noise sensitive land uses.

Review the limits of the Urban Service Area Boundary and Blue Township Urban Growth Area annually, or as needed, and adjust them as conditions in the Planning Area change over time.

GM-1.1B: Containment of Urban Development

Minimize leapfrog development patterns and make efficient use of available services by containing future urban development within the geographical limits of the Urban Service Area Boundary and Blue Township Urban Growth Area. Ensure development within these areas is compatible with the guiding principles, goals, and policies contained in this Comprehensive Plan. Avoid development that may preclude the future implementation of transportation or other major regional facilities planned to serve the Manhattan Urban Area and surrounding region.

GM-1.1C: Priority Growth Areas

Direct the timing of development in identified growth areas on the Future Land Use map based on the following criteria:

- Timing and availability of infrastructure, facilities and services;
- Adequacy of fire protection and emergency services;
- Access to adequate roadways;
- Contiguity with existing urban areas;
- Eligibility for annexation;
- Existing environmental constraints; and
- Market considerations, including likely demand for development of the candidate area in the near-term future.

Restrict approval of new development outside of identified areas, except where new development is consistent with the goals of the Comprehensive Plan and pays the full cost of extension and provision, operations, and, where appropriate, maintenance of all utilities and services. Reevaluate identified opportunity areas on an annual basis in coordination with City and County Capital Improvement Programs to determine the ability to provide services in and beyond these areas.

GM-1.1D: Infill and Redevelopment

Encourage infill and redevelopment in areas where deteriorated or obsolete structures have become detrimental to an area, where new uses can be accommodated on vacant properties, and in areas that have been specifically identified for redevelopment, such as the Central Core District (which includes Downtown and Aggieville) or areas designated for Residential High Density or Urban Core Residential adjacent to the KSU campus. Infill and redevelopment opportunities may range in size from a single residential lot to multiple contiguous blocks within a neighborhood or commercial area. Design infill and redevelopment in a manner that is sensitive to the character of the surrounding area, where applicable (such as in an area that is adjacent to an established residential neighborhood); however, in areas where more detailed plans are already in place, infill and redevelopment should reflect the vision and character of the adopted Neighborhood or District level plans for the area in question.

GM-1.1E: Mixed-Use Centers and Corridors

Encourage the development of compact, mixed-use centers and corridors in economically sustainable locations to increase the ability of residents to meet their daily needs within a short distance of their home or place of employment and to minimize the need for cross-town vehicle trips. Support the integration of a mix of uses—commercial/retail, office, high density residential, and other complimentary uses—as vacant or underutilized, single-use commercial centers and corridors in the community are revitalized or redeveloped or new centers are built over time. Continue to promote the continued revitalization of the Central Core District, which includes both Downtown Manhattan and Aggieville—increasing opportunities for both high density residential and non-residential uses through infill and redevelopment.

GM-1.1F: Areas for Future Expansion

Reevaluate areas for future expansion as needed, based upon land availability and demand within the Manhattan Urban Area and on the future provision of services. Designate areas for future expansion of urban or other appropriate land

uses on the Future Land Use map as they are identified. Since the buildout of these areas is typically beyond the approximate 20-year lifespan of the Comprehensive Plan, non-urban development within these areas should be discouraged in order to retain the opportunity for future urban development.

GOAL GM-1.2: IDENTIFY AREAS FOR FUTURE EXPANSION OF THE CITY THAT CAN BE SERVICED AND ARE COMPATIBLE WITH THE CITY AND ITS SYSTEMS

GM-1.2A: Annexation

Encourage the orderly annexation of land located within the Urban Service Area Boundary. The Manhattan Urban Area Planning Board may recommend, or the City Commission may initiate, the unilateral annexation of an area to meet the following objectives:

- To improve service to an existing area in the City or area being annexed;
- To ensure the logical extension of future services or that adequate land is available for future development;
- To incorporate existing urban development which is socially, economically, and physically a part of the City; or
- To implement the growth visions of the City.

GM-1.2B: Annexation Process

Petitions for annexation shall be heard by the Manhattan Urban Area Planning Board, which shall make a recommendation on the proposed annexation, based on the Comprehensive Plan, Growth Vision, and the Capital Improvements Program. Application for concurrent consideration of annexation, rezoning and preliminary platting is preferred, to provide a more comprehensive review and assessment of development proposals and their costs and benefits to the City.

Guiding Principle GM-2: A balanced mix of land uses to meet the needs of current and future generations

GOAL GM-2.1: MAINTAIN A FUTURE LAND USE PLAN THAT ENCOURAGES INVESTMENT AND PROVIDES OPPORTUNITIES FOR INDIVIDUAL INITIATIVE AND CHOICE

GM-2.1A: Future Land Use Plan

Use the Future Land Use Map as a tool to guide the general location of residential, commercial/mixed-use, industrial/office, public/institutional, parks and recreational amenities, and other land uses within the Manhattan Urban Area over the next ten to twenty years. Provide flexibility in applying the Future Land Use map by encouraging a range of densities, housing types, and a mix of land uses as specified by the accompanying Land Use Policies. Apply the Future Land Use map in conjunction with other guiding principles, goals, and policies contained in this Comprehensive Plan and area-specific plans and policies where applicable, when considering individual development proposals regardless of size or location.

GM-2.1B: Special Planning Areas

Continue to apply area-specific policies and supporting policy documents (Refer to Chapter 11: Special Planning Area Policies.) for the following areas in conjunction with the more generalized guiding principles, goals, and policies contained in this Comprehensive Plan as a means to address the unique needs of each area:

- Aggieville-Campus Edge
- Downtown Manhattan
- K-177/Gateway Corridor
- West Anderson Corridor
- West of Scenic Drive
- Miller Parkway Corridor
- Eureka Valley - Highway K-18 Corridor
- Blue Township/East US-24 Corridor
- West US-24 Corridor
- Blue River Valley

Develop more detailed area plans, or update existing area plans, for individual areas as needed to reflect fluctuations in market demand, changing population and demographics, the availability of land, infrastructure availability and capacity, and other considerations.

GOAL GM-2.2: PROTECT OPPORTUNITIES FOR THE POTENTIAL LONG-TERM EXPANSION OF URBAN DEVELOPMENT

GM-2.2A: Rural Development outside Urban Service Areas

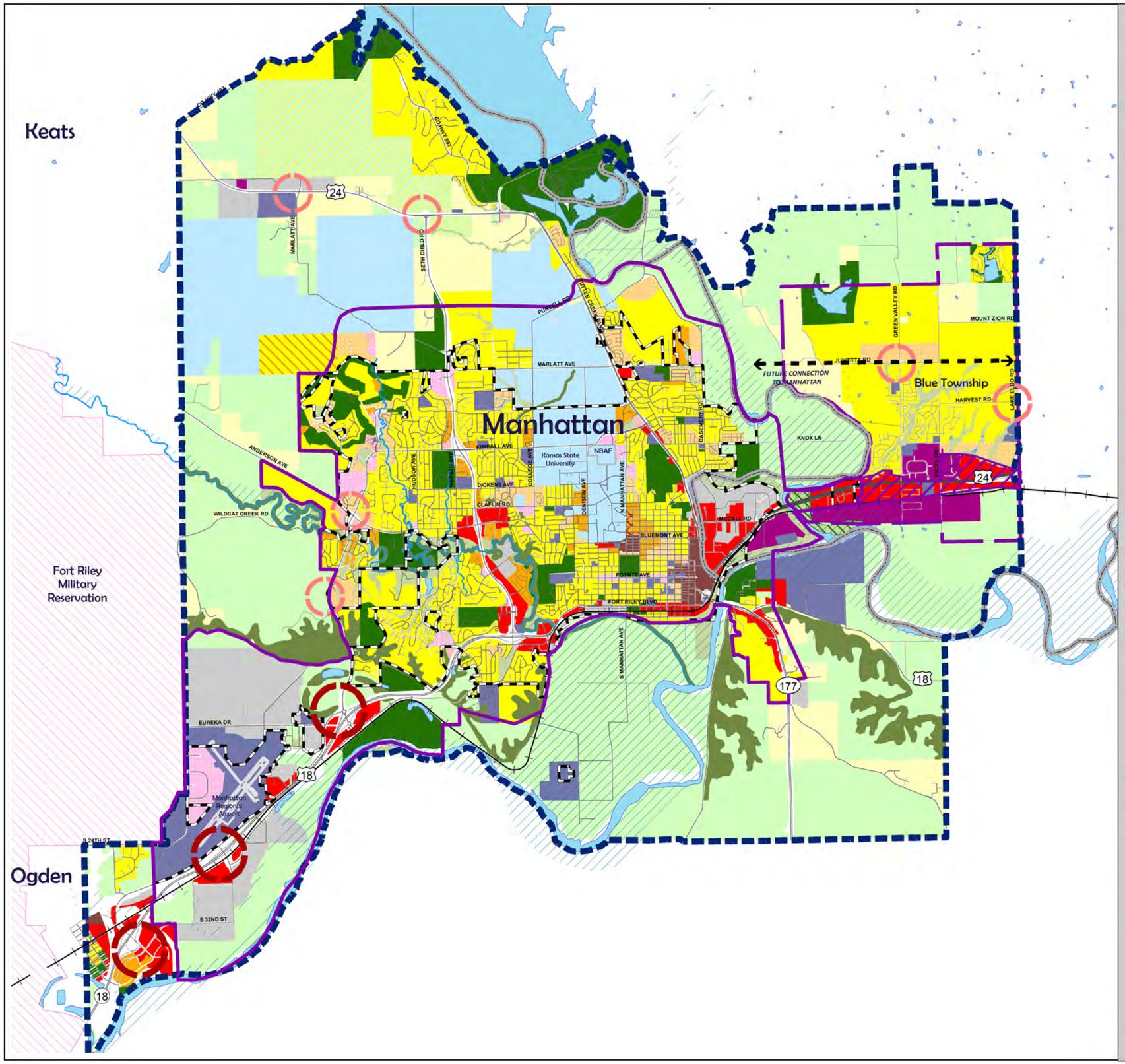
Maintain areas outside of the Urban Service Area Boundary and Blue Township Urban Growth Area as very low density living areas, open space, agricultural activities and other uses compatible with the intent of the Comprehensive Plan. Coordinate efforts to manage rural development located outside the Urban Service Area Boundary and within the Blue Township Urban Growth Area, so that it does not impede future urban growth in areas identified in the Comprehensive Plan as having future potential for urban development.

Future Land Use Map

Introduction

The Future Land Use map identifies locations where different land uses may occur within the Manhattan Urban Area during the next ten to twenty years and where the City and Counties would support the development of these uses. The Future Land Use map is not intended to provide specific land use designations for individual parcels. Instead, it establishes broad guidelines for land use patterns and should be applied in combination with the guiding principles, goals, and policies contained throughout the Comprehensive Plan. The Comprehensive Plan encourages development to occur in a compact fashion within the existing Urban Service Area Boundary (USAB) and Blue Township Urban Growth Area. It strives to provide a balanced mix of services, housing, and employment opportunities in concentrated areas of activity throughout the community. Urban land uses on the Future Land Use map are supported by a system of "green infrastructure" –comprised of an integrated network of trails and open space—that is intended to expand the existing parks, Linear Trail, and open space system according to the Manhattan Strategic Park Plan, and other related plans as adopted.

The Future Land Use map identifies a variety of opportunities for future growth within the Manhattan Urban Area. A summary comparison of residential and non-residential growth capacity between the 2003 and 2015 updates to the Manhattan Urban Area Comprehensive Plan is provided in Appendix D. For more detailed maps and policy guidance with regard to emerging growth areas, refer to Chapter 11: Special Planning Area Policies.



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FUTURE LAND USE

Legend

Residential

- Urban Core Residential
- Residential High Density
- Residential Medium to High Density
- Residential Low to Medium Density
- Rural Residential
- Future Master Plan Area *
- Potential Growth Area (contingent upon preparation of a detailed plan for circulation and infrastructure provision)

Commercial/Mixed Use

- Future Community Commercial Center
- Future Neighborhood Commercial Center
- Central Core District
- Community Commercial
- Neighborhood Commercial

Industrial/Office

- Service Commercial
- Industrial
- Office-Research Park

Public/Institutional

- Kansas State University
- Parks and Recreation
- Public/Semi-Public
- Preserved Open Space
- Environmentally Sensitive Areas**
- Special Floodway Overflow Area ***
- Agriculture
- Flood Hazard Area (Floodway and 1993 Event)****
- Wetlands and Streams
- Comprehensive Plan Boundary
- Manhattan City Boundary
- County Line
- Urban Service Area Boundary
- Potential Future Urban Service Area
- Blue Township Urban Growth Area

** Note: Master plan underway for this area, land uses to be refined as new information becomes available.*

*** Environmentally Sensitive Areas are areas identified in previous Comprehensive Plan efforts, consisting of steep slopes (>20%) and riparian corridors; and natural areas of the high priority for preservation identified by the Northern Flint Hills Audubon Society.*

**** Special Floodway Overflow Area: This area is proposed to be Preserved Open Space and has been identified as part of a series of recommendations to protect the levee and bridges from being overtopped by flood events. Strategies to ensure the permanent protection of these areas will be identified as part of the Manhattan Urban Area Comprehensive Plan Update process.*

***** Flood Hazard Areas include designated FEMA floodway and areas inundated during the 1993 Flood Event where new development would be prohibited.*

Source: City of Manhattan, Riley County, Pottawatomie County

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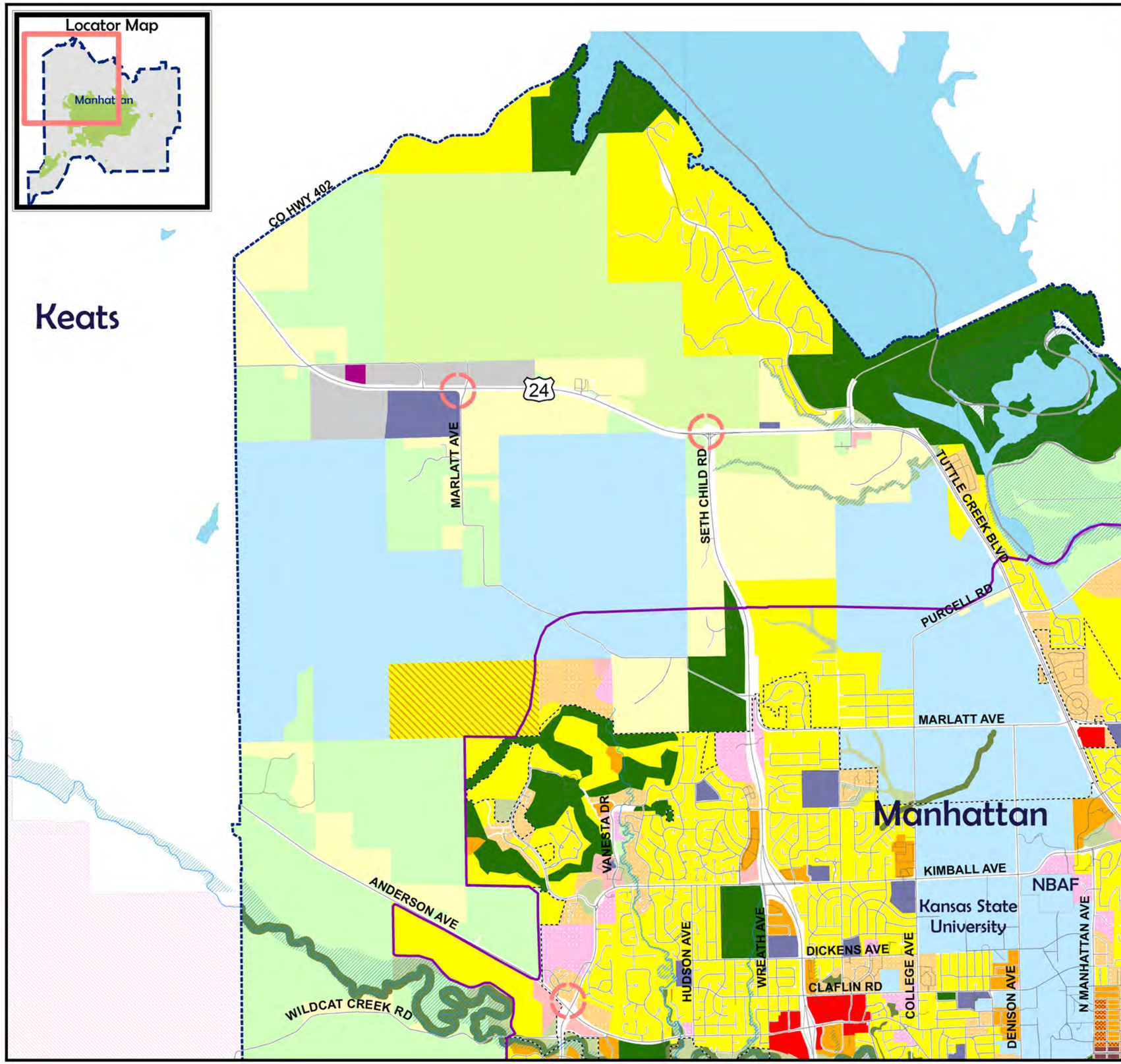

Manhattan Area 2035

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FUTURE LAND USE (NORTHWEST)

Legend

Residential

- Urban Core Residential
- Residential High Density
- Residential Medium/High Density
- Residential Low/Medium Density
- Rural Residential
- Future Master Plan Area *
- Potential Growth Area (contingent upon preparation of a detailed plan for circulation and infrastructure provision)

Commercial / Mixed Use

- Future Community Commercial Center
- Future Neighborhood Commercial Center
- Central Core District
- Community Commercial
- Neighborhood Commercial

Industrial / Office

- Service Commercial
- Industrial
- Office-Research Park

Public / Institutional

- Kansas State University
- Parks and Recreation
- Public/Semi-Public
- Preserved Open Space
- Environmentally Sensitive Areas**
- Special Floodway Overflow Area ***
- Agriculture
- Flood Hazard Area (Floodway and 1993 Event)****
- Wetlands and Streams
- Comprehensive Plan Boundary
- Manhattan City Boundary
- County Line
- Urban Service Area Boundary
- Potential Future Urban Service Area
- Blue Township Urban Growth Area

** Note: Master plan underway for this area; land uses to be refined as new information becomes available.*

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***** Flood Hazard Areas include designated FEMA floodway and areas innundated during the 1993 Flood Event where new development would be prohibited.*

Source: City of Manhattan, Riley County, Pottawatomie County

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FUTURE LAND USE (SOUTHWEST)

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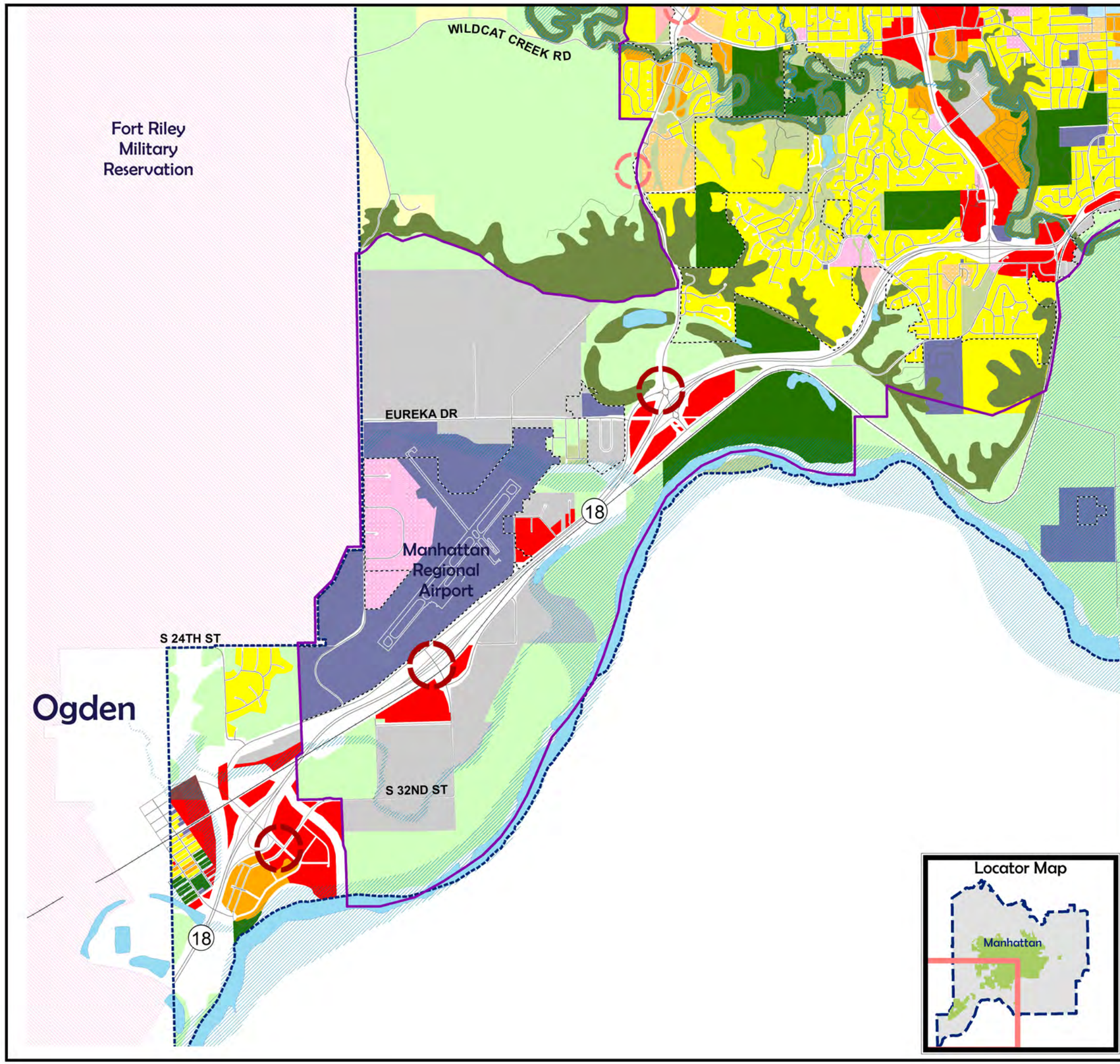

Legend

Residential

- Urban Core Residential
- Residential High Density
- Residential Medium to High Density
- Residential Low to Medium Density
- Rural Residential
- Future Master Plan Area *
- Potential Growth Area (contingent upon preparation of a detailed plan for circulation and infrastructure provision)

Commercial / Mixed Use

- Future Community Commercial Center
- Future Neighborhood Commercial Center
- Central Core District
- Community Commercial
- Neighborhood Commercial

Industrial / Office

- Service Commercial
- Industrial
- Office-Research Park

Public / Institutional

- Kansas State University
- Parks and Recreation
- Public/Semi-Public
- Preserved Open Space
- Environmentally Sensitive Areas**
- Special Floodway Overflow Area ***
- Agriculture
- Flood Hazard Area (Floodway and 1993 Event)****
- Wetlands and Streams
- Comprehensive Plan Boundary
- Manhattan City Boundary
- County Line
- Urban Service Area Boundary
- Potential Future Urban Service Area
- Blue Township Urban Growth Area

** Note: Master plan underway for this area; land uses to be refined as new information becomes available.*

*** Environmentally Sensitive Areas are areas identified in previous Comprehensive Plan efforts, consisting of steep slopes (>20%) and riparian corridors; and natural areas of the high priority for preservation identified by the Northern Flint Hills Audubon Society.*

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***** Flood Hazard Areas include designated FEMA floodway and areas innundated during the 1993 Flood Event where new development would be prohibited.*

Source: City of Manhattan, Riley County, Pottawatomie County

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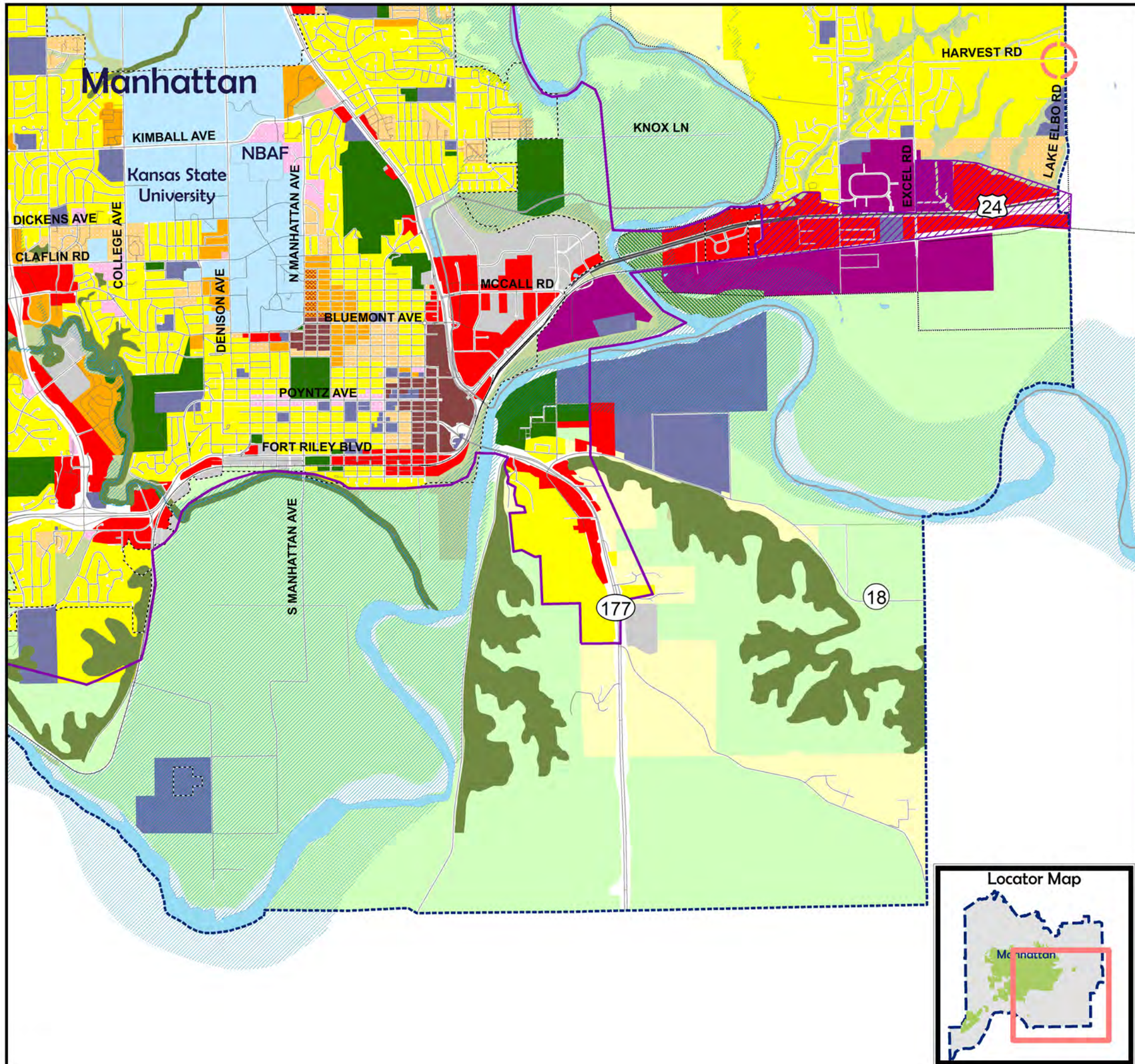

Manhattan Area 2035
BUILDING OUR FUTURE...TOGETHER.

FUTURE LAND USE (SOUTHEAST)

Legend

Residential
- Urban Core Residential
- Residential High Density
- Residential Medium/High Density
- Residential Low/Medium Density
- Rural Residential
- Future Master Plan Area *
- Potential Growth Area (contingent upon preparation of a detailed plan for circulation and infrastructure provision)

Commercial / Mixed Use
- Future Community Commercial Center
- Future Neighborhood Commercial Center
- Central Core District
- Community Commercial
- Neighborhood Commercial

Industrial / Office
- Service Commercial
- Industrial
- Office-Research Park

Public / Institutional
- Kansas State University
- Parks and Recreation
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Source: City of Manhattan, Riley County, Pottawatomie County

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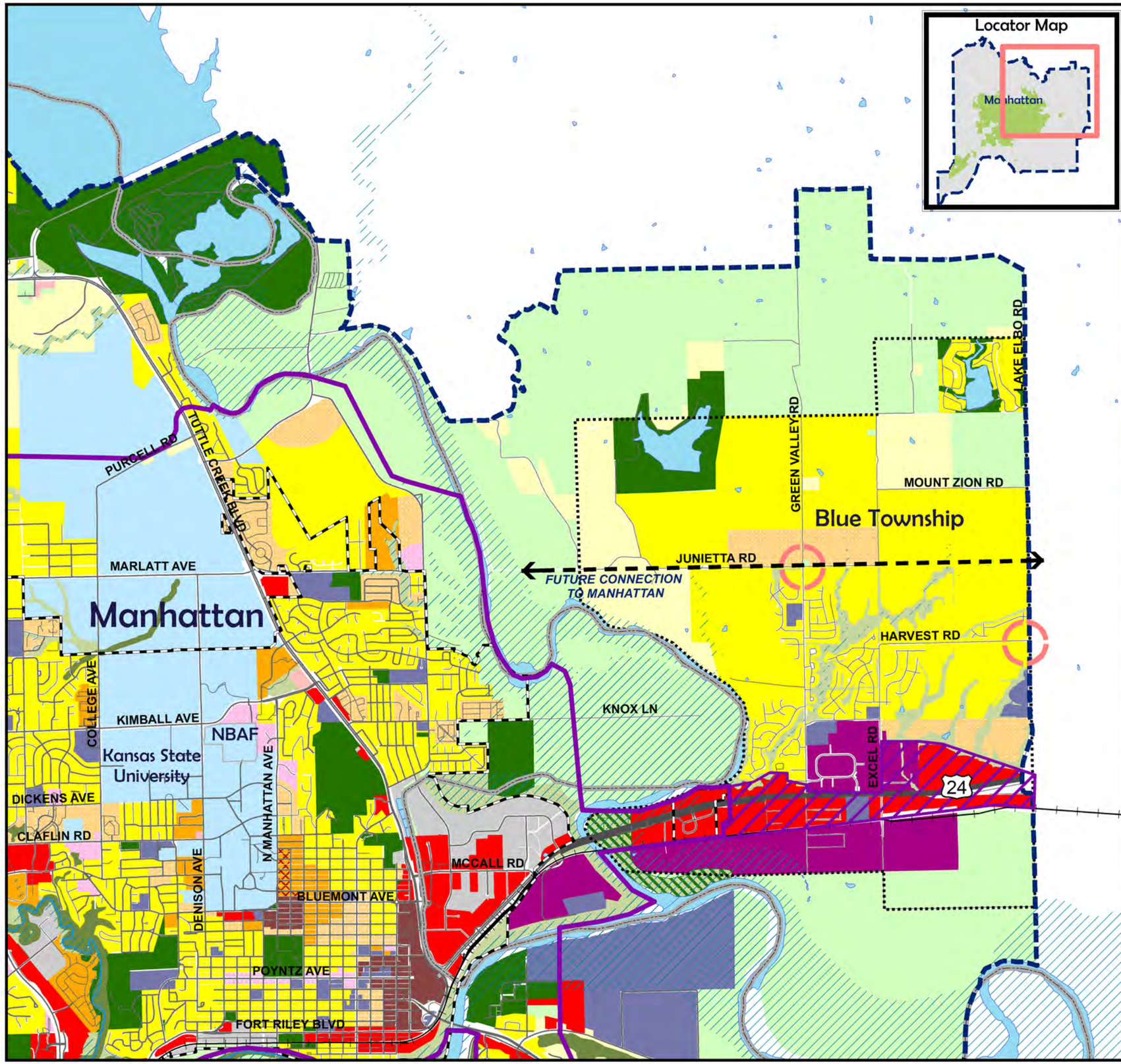

Manhattan Area 2035

BUILDING OUR FUTURE...TOGETHER.

FUTURE LAND USE (NORTHEAST)

Legend

Residential

- Urban Core Residential
- Residential High Density
- Residential Medium/High Density
- Residential Low/Medium Density
- Rural Residential
- Future Master Plan Area *
- Potential Growth Area (contingent upon preparation of a detailed plan for circulation and infrastructure provision)

Commercial / Mixed Use

- Future Community Commercial Center
- Future Neighborhood Commercial Center
- Central Core District
- Community Commercial
- Neighborhood Commercial

Industrial / Office

- Service Commercial
- Industrial
- Office-Research Park

Public / Institutional

- Kansas State University
- Parks and Recreation
- Public/Semi-Public
- Preserved Open Space
- Environmentally Sensitive Areas**
- Special Floodway Overflow Area ***
- Agriculture
- Flood Hazard Area (Floodway and 1993 Event)****
- Wetlands and Streams
- Comprehensive Plan Boundary
- Manhattan City Boundary
- County Line
- Urban Service Area Boundary
- Potential Future Urban Service Area
- Blue Township Urban Growth Area

** Note: Master plan underway for this area; land uses to be refined as new information becomes available.*

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**** Special Floodway Overflow Area: This area is proposed to be Preserved Open Space and has been identified as part of a series of recommendations to protect the levee and bridges from being overtopped by flood events. Strategies to ensure the permanent protection of these areas will be identified as part of the Manhattan Urban Area Comprehensive Plan Update process.*

***** Flood Hazard Areas include designated FEMA floodway and areas inundated during the 1993 Flood Event where new development would be prohibited.*

Source: City of Manhattan, Riley County, Pottawatomie County.

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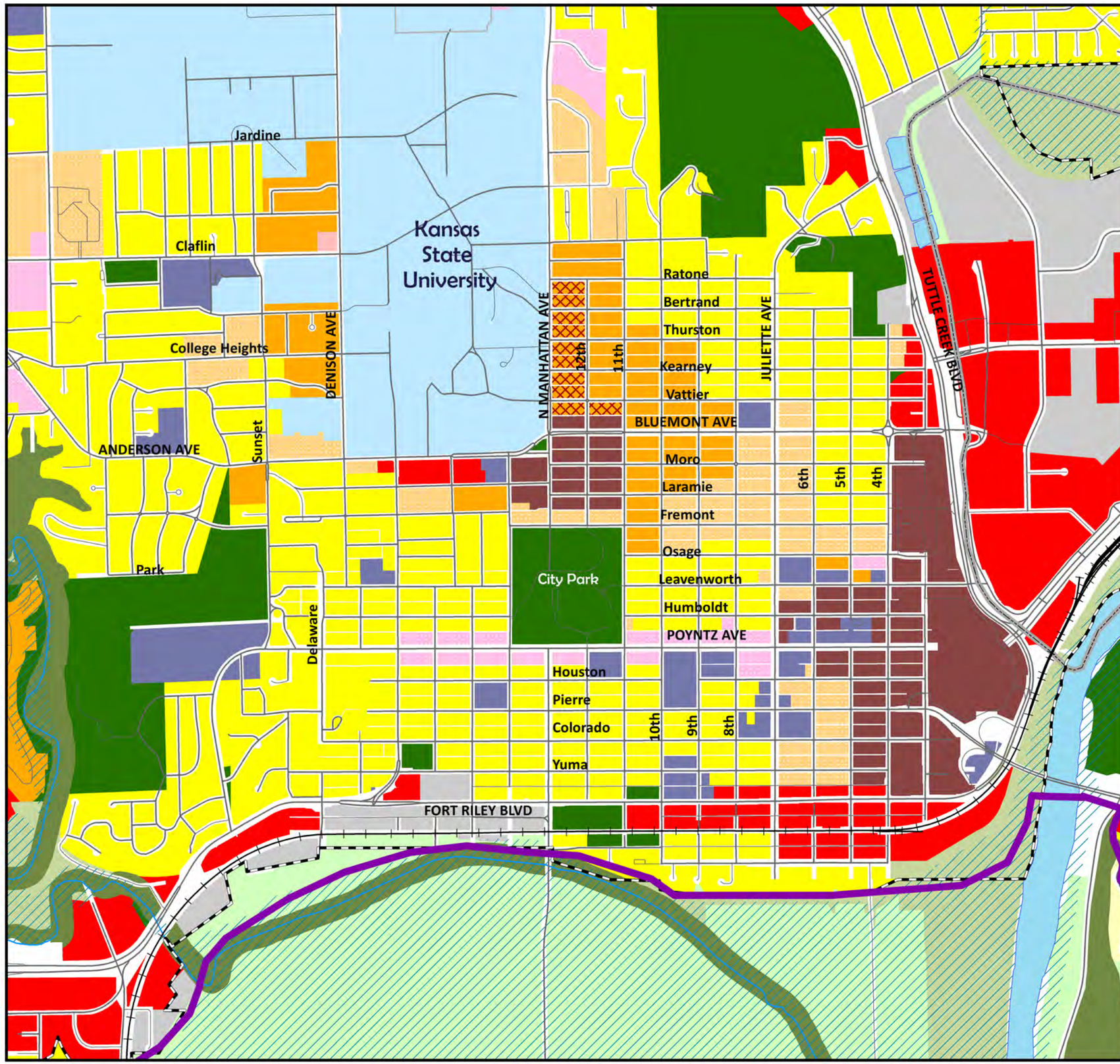

Manhattan Area 2035

BUILDING OUR FUTURE...TOGETHER.

FUTURE LAND USE (CORE AREA NEIGHBORHOODS)

Legend

Residential

- Urban Core Residential
- Residential High Density
- Residential Medium/High Density
- Residential Low/Medium Density
- Rural Residential
- Future Master Plan Area *
- Potential Growth Area (contingent upon preparation of a detailed plan for circulation and infrastructure provision)

Commercial / Mixed Use

- Future Community Commercial Center
- Future Neighborhood Commercial Center
- Central Core District
- Community Commercial
- Neighborhood Commercial

Industrial / Office

- Service Commercial
- Industrial
- Office-Research Park

Public / Institutional

- Kansas State University
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- Urban Service Area Boundary
- Potential Future Urban Service Area
- Blue Township Urban Growth Area

** Note: Master plan underway for this area; land uses to be refined as new information becomes available.*

*** Environmentally Sensitive Areas are areas identified in previous Comprehensive Plan efforts, consisting of steep slopes (>20%) and riparian corridors; and natural areas of the high priority for preservation identified by the Northern Flint Hills Audubon Society.*

**** Special Floodway Overflow Area: This area is proposed to be Preserved Open Space and has been identified as part of a series of recommendations to protect the levee and bridges from being overtopped by flood events. Strategies to ensure the permanent protection of these areas will be identified as part of the Manhattan Urban Area Comprehensive Plan Update process.*

***** Flood Hazard Areas include designated FEMA floodway and areas inundated during the 1993 Flood Event where new development would be prohibited.*

Source: City of Manhattan, Riley County, Pottawatomie County.

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Land Use Category Definitions

Table 3-1 summarizes each of the land use categories identified on the Future Land Use map. The table is intended as a quick reference guide to be used in conjunction with the Future Land Use map. Detailed criteria for the location, density, layout, design, desired character, and size of each land use category are provided in the policy section of this Chapter.

Table 3-1. Land Use Category Definitions

LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS
RESIDENTIAL			
Rural	Typically between 2 and 20 acres in size, although some tracts may exceed 20 acres.	***Primary:*** Large-lot, very low density single-family housing ***Secondary:*** Minor accessory uses.	• Typically found in rural settings on the urban fringe. • Lot size and layout varies. • Typically not served by urban utilities. • Large portions of the lot remain undeveloped, reinforcing rural character.
Low to Medium Density	Between less than one dwelling unit/ acre up to 11 dwelling units per net acre.*	***Primary:*** Single-family, single-family attached, duplex, and town homes. Small-scale multiple-family buildings, manufactured home parks and condominiums may be permissible within required densities with a Planned Unit Development, or a mixed use zoning district. ***Secondary:*** Complementary neighborhood-scale retail, service commercial, or office uses in a master planned neighborhood setting.	• Mix of low to medium density housing types in a neighborhood setting. • Residential uses may occur in combination with compatible non-residential land uses located in Neighborhood Centers.
Medium to High Density	11-19 dwelling units per net acre.*	***Primary:*** Small lot single-family, duplexes, townhomes, or fourplexes on individual lots. Apartment or condominium buildings, and manufactured home parks may be permissible within required densities. ***Secondary:*** Complementary neighborhood-scale retail, service commercial, or office uses in a planned neighborhood setting.	• Mix of medium to high density housing types in a neighborhood setting. • Residential uses may occur in combination with compatible non-residential land uses located in Neighborhood Centers.

Table 3-1. Land Use Category Definitions

LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS
High Density	19-50 dwelling units per net acre.	***Primary:*** Mid-rise apartments (3-4 stories), planned apartment communities, town homes, condominiums and manufactured home parks. ***Secondary:*** Complementary non-residential land uses, such as retail, service commercial, and office uses, often within the same building.	• Designed to create opportunities for higher density neighborhoods in core area neighborhoods and in a suburban setting as part of a planned development. • Residential uses may occur in combination with compatible non-residential land uses in mixed-use centers. • Uses may be vertically mixed in an urban setting but will typically be more horizontally oriented in a suburban setting.
Urban Core Residential	Typically 100+ dwelling units per net acre	***Primary:*** Mid to high-rise apartments (5-8 floors), planned apartment communities and condominiums, consisting of higher density student and/or Downtown- oriented housing, located in or directly adjacent to the University or within the Downtown. ***Secondary:*** Complementary accessory pedestrian-oriented retail and commercial services when adjacent to KSU, and also the addition of office uses often located within the same building when located in the Downtown.	• Designed to create opportunities for higher density core area neighborhoods adjacent to the KSU Campus, and in Downtown, provided accessory neighborhood services and amenities are in close proximity. • Residential uses may occur in combination with compatible accessory non-residential pedestrian-oriented commercial services when adjacent to KSU and broader appropriate uses when located in the Downtown.
COMMERCIAL/MIXED-USE			
Central Core District	N/A	***Primary:*** Variety of civic, cultural, retail, commercial, business, hotel/convention, professional offices, financial institutions, and high density residential uses, similar to the Urban Core Residential category. ***Secondary:*** Variety of low/medium/high density housing types.	• A compact, pedestrian-friendly scale and urban character typical of the Downtown core. • Unique historical character and importance to the broader community and region. • Higher density residential uses may be incorporated in single use buildings outside of the Downtown core or as part of mixed-use buildings on retail-oriented blocks. • Infill and redevelopment is encouraged in targeted areas to support ongoing revitalization efforts and expand housing options. • The adaptive re-use of existing structures is encouraged as the community's needs change over time.

Table 3-1. Land Use Category Definitions			
LAND USE CATEGORY	**RANGE OF DENSITY/SIZE**	**USES**	**CHARACTERISTICS**
Community Commercial	Typically between 10 and 30 acres	***Primary:*** Typically anchored by a larger retail store, which may provide sales of a variety of general merchandise, grocery, apparel, appliances, hardware, lumber, and other household goods. May also be anchored by smaller uses, such as a grocery store. ***Secondary:*** Smaller, complementary uses, such as restaurants, supermarkets, specialty stores (such as books, furniture, computers, audio, office supplies, or clothing stores), professional offices and health services. Variety of medium to high density housing types.	• Mix of retail and commercial services in a concentrated and unified center that serves the local community and may also provide a limited draw for the surrounding region. • The revitalization and/or redevelopment of existing vacant or underutilized centers is encouraged to take advantage of existing infrastructure, promote the efficient use of available land, and increase housing options. • Superstores & big-box centers permitted only where adequate access and services are provided. • Single use highway-oriented commercial activities will continue to occur in some areas, however, this pattern of development is generally not encouraged.
Neighborhood Commercial	Typically around 10 acres, but may vary, ranging from as small as 1-3 acres to as large as 15-20 acres.	***Primary:*** Supermarkets, restaurants, drycleaners, drugstores, filling stations, smaller specialty shops, retail and health services and business and professional offices. ***Secondary:*** Medium to high density housing types as part of a mixed-use center.	• Intended to provide a range of neighborhood-scale services. • Will vary in scale and character. Smaller, limited use centers may be fully integrated into the surrounding neighborhood and be accessed comfortably by foot or bicycle; while larger centers will function more independently, providing ample parking and numerous stores. • Often serve more than one nearby neighborhood in order to maintain sufficient economy of scale.
EMPLOYMENT			
Industrial	N/A	***Primary:*** Light and heavy manufacturing, warehousing and distribution, indoor and screened outdoor storage, and a wide range of other industrial services, research activities, and operations. ***Secondary:*** Ancillary service commercial to serve employees and residents of the immediate area.	• Uses typically involve more intensive work processes, and may involve manufacturing or basic resource handling. • Design controls are less extensive as in the Office/Research category and a broader range of uses is permitted. • Supporting commercial and/or retail uses should be concentrated to the extent feasible.

Table 3-1. Land Use Category Definitions

LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS
Office/Research	N/A	***Primary:*** High quality employment facilities, such as corporate office headquarters, research and development, and educational facilities. ***Secondary:*** Ancillary commercial services, medium to high density residential.	• Intended to provide concentrated areas of employment, combined with a mix of complimentary uses. • May be stand-alone buildings integrated within an urban or suburban context, or occur as part of a larger master planned campus or mixed-use development. • Activities typically take place indoors and outdoor storage or other more industrial types of uses are typically not permitted. Some specialized research parks may include limited prototype production.
Service Commercial	N/A	***Primary:*** Range of small to mid-sized service commercial uses ***Secondary:*** N/A	• Typical uses include showrooms and shops for the display and sale of electrical, plumbing, heating, air conditioning, sheet metal, tile, and other similar services and products. • Activities typically take place indoors and outdoor storage or other more industrial types of uses are not permitted. • Limited number of employees or customers on site at any given time.
PUBLIC/INSTITUTIONAL			
Public/Semi-Public	N/A	***Primary:*** Schools, government offices, community centers, fire stations, airport, libraries, hospitals, cemeteries, churches, and other places of worship. Also include facilities needed for essential public services such as electrical substations, water and wastewater facilities, and other similar uses. ***Secondary:*** Accessory commercial services related to airport.	• Provided by the City, County, special districts, or by a quasi-public organization. • Places of worship and schools are also acceptable uses in residential and some commercial areas.
Kansas State University	N/A	***Primary:*** Educational and research facilities, housing and other University related activities, agricultural research. ***Secondary:*** Associated private sector research activities that are located on campus.	Provides for the overall needs of the University, ranging from the urban core campus area, to its outlying associated agricultural research functions.

Table 3-1. Land Use Category Definitions			
LAND USE CATEGORY	**RANGE OF DENSITY/SIZE**	**USES**	**CHARACTERISTICS**
OPEN SPACE, PARKS, AND RECREATION			
Parks and Recreation	Varies based on park type, generally ranging from less than 1 acre to as large as 100+ acres.	***Primary:*** Publicly accessible Regional, Community, Neighborhood, Mini, and Natural Area parks, Trails and Greenways, and other recreational facilities established and maintained for the benefit and enjoyment of the residents and visitors of the Manhattan Urban Area. ***Secondary:*** Natural resource protection, environmental quality, stormwater management.	• Intended to provide for the active and passive recreational needs of the community. • Generally provided by public agencies (city, county, state or federal), although recreational facilities, such as privately operated golf courses, are also included.
Preserved Open Space	N/A	***Primary:*** Public or privately owned land which is to be maintained primarily in a natural state or condition. Land may be preserved with or without public access to protect sensitive natural areas, floodways or areas subject to high impact noise from Fort Riley. In some cases lands may continue to be used for agricultural range or cropping activities. ***Secondary:*** Scenic buffers, passive or low-impact recreation; and privately owned and maintained trail systems within developments,	• Property has been preserved in perpetuity through a purchase, donation, land swap, conservation or drainage easement, or other means. • Provides wildlife habitat, view protection and/or recreational linkages between different areas of the Manhattan Urban Area. • Should generally be located in woodlands, wetlands, tall grass prairie, river corridors and drainages, where wildlife and plant species are concentrated and often diverse. • Public access may be provided with designated trails or bike paths; however, in other areas lands may be left intact as visual buffers along an important scenic corridor or gateway, or to protect significant ridgelines visible from various areas of the community. • May be purchased outright by a public entity such as the city or county for public use or purchase by or donation to private land trusts, or protected using another method, such as conservation easements, signage restrictions, and design controls.

Table 3-1. Land Use Category Definitions

LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS
Environmentally Sensitive Areas	N/A	***Primary:*** Protection of key wildlife habitat, wetlands, floodways, tall grass prairie, riparian areas, and native woodlands. (May or may not have public access, depending on environmental sensitivity of the area). Passive recreational uses with minimal infrastructure requirements, such as trails, open space areas, natural habitat and riparian areas. Also includes areas of steep slope located on private or public lands. ***Secondary:*** N/A	• Includes areas identified as Environmental Constraints identified during the planning process. • Development within these areas will not be permitted. • A higher level of scrutiny will be placed upon development proposals adjacent to these areas to minimize impacts upon them. • Areas may or may not be publicly owned.
Flood Hazard Areas	N/A	***Primary:*** Agricultural uses or passive or active recreational uses with minimal infrastructure requirements, such as trails, parks, or open space. ***Secondary:*** N/A	• Areas identified by the Federal Emergency Management Agency as floodway, and areas inundated by the 1993 flood. • Development is not permitted within these areas.
Agriculture	N/A	***Primary:*** Farming, ranching, and other agriculturally related uses. ***Secondary:*** Very low density rural residential.	• Areas are not anticipated to be developed within the 20-year planning horizon of this plan. • Continuation of agricultural uses is encouraged within the context of both market demand and the desires of individual property owners. • Residences are typically limited to those for owners/operators of the agricultural enterprise.

* Net Density: The number of dwelling units permitted by the zoning district in which the residential subdivision is located. Net density is calculated by dividing the number of dwelling units, by the net development area (net acres) within the subdivision. Net development area (net acres) is determined by subtracting areas set aside for streets, churches, schools or other non-residential uses (commercial, industrial, utility substations, or public facilities such as government buildings) from the gross acreage within the subdivision. Land set aside for common open space, recreational use, water areas, or areas with environmental constraints such as wetlands, steep slopes or other critical habitats are included in the net development area for the purpose of determining the number of dwelling units permitted. Easements, except for Travel Easements that serve in lieu of a street, are not deducted from the net development area.

Land Use Policies

Residential

BACKGROUND AND INTENT

The Future Land Use map identifies four categories of urban residential uses: **Low to Medium Density, Medium to High Density, High Density Residential, and Urban Core Residential.** Policies for each category encourage a flexible approach to residential development. The intent is to create diverse neighborhoods with a variety of housing types and an array of services, such as shopping, schools, and parks that can meet many residents' day-to-day needs within a close proximity. This provides opportunities for residents to walk or bicycle to nearby services and gathering places and reduces the need for cross-town vehicle trips. Despite this emphasis on more diverse neighborhoods, the introduction of non-residential uses and other services may not be appropriate in some neighborhoods, and is not being advocated for introduction into all existing neighborhoods or in locations that would be economically unsustainable. Opportunities for neighborhoods that are predominately single-family will continue to exist, but will be driven more by market demand and neighborhood-level master planning. Should redevelopment sites become available within established neighborhoods, mixed-use development may be considered, if compatible.

URBAN RESIDENTIAL– ALL CATEGORIES

UR-1: Mixed-Use Neighborhoods

Design new neighborhoods as walkable, mixed-use neighborhoods that include a variety of housing types; a network of direct and interconnected streets, pedestrian, and bicycle connections; and complementary and supporting non-residential uses, such as neighborhood commercial services. Ensure the scale, location, and design of these non-residential uses is compatible with the character and intensity of the neighborhood and is consistent with the policies for Neighborhood Commercial Centers.

UR-2: Mix of Housing Types

Encourage new neighborhoods and developments that contain a mix of housing types—size, price range, and format—or contribute to the diversification of housing types within an established neighborhood, including single-family detached or attached homes (duplex), townhomes, apartments, condominiums or lofts, and housing for special populations, such as students, older adults, or disabled residents. This is intended to be addressed through appropriate mixtures of housing types on a sub-neighborhood level and not on a parcel by parcel basis. In general, larger developments should incorporate the greatest variety while a smaller site surrounded by existing homes may be more limited by required transitions and other site constraints.

UR-3: Neighborhood Centers

Incorporate neighborhood scale retail and services, public and institutional uses, including but not limited to schools, daycare facilities, community centers, places of worship, and parks and open space as activity centers within a given neighborhood. Locate and design these centers so that they are accessible from adjacent neighborhoods by pedestrians and bicyclists as well as by car. Depending on the location, a single neighborhood center can serve several nearby neighborhoods.

UR-4: Multi-Modal Connectivity

Ensure new neighborhoods are internally served by a system of collector and local streets, as well as sidewalks and pedestrian and bicycle pathways, which provide connectivity to surrounding neighborhoods, adjacent activity centers, and existing or planned transit services.

UR-5: Supporting Uses in Activity Nodes

Cluster non-residential neighborhood support uses within planned activity nodes, not scattered throughout a neighborhood. Ensure the design of these supporting uses, which include retail, service commercial, and offices is compatible with the character and scale of the surrounding neighborhood and located according to policies for Neighborhood Commercial Centers.

UR-6: Preservation of Natural Features

Use innovative site planning to maximize the preservation of natural features, including mature stands of trees, floodplains, wetlands, drainages, or ridgelines, as open space amenities that serve as identifying or character defining features. Integrate protected natural features as active and passive open space and/or trail corridors to serve and enhance connections between neighborhoods and the broader community.

UR-7: Design of Infill and Redevelopment

Design infill and redevelopment in accordance with specific area plans where applicable, or in a manner that is sensitive to the character of the surrounding neighborhood where more detailed policy guidance is not provided. Important considerations include building scale, mass, roof form, height, and orientation; parking location, lot coverage, relationship between the building and street, and landscape elements.

UR-8: Urban Roadway Design

Neighborhood streets and access roads should follow the natural contours of topographic features to minimize slope disturbances, maximize scenic views, conserve natural features and vegetation, and ensure roadway grades are suitable for emergency vehicles and vision triangles are maintained. Provide access management along arterial and collector streets to limit the number of curb-cuts and maintain traffic carrying capacity and safety.

RESIDENTIAL LOW TO MEDIUM DENSITY (RLM)

RLM-1: Characteristics

The Residential Low to Medium Density designation incorporates a range of single-family, single-family attached, duplex, and town homes, and in appropriate cases include complementary neighborhood-scale supporting land uses, such as retail, service commercial, and office uses in a planned neighborhood setting, provided they conform with policies for Neighborhood Commercial Centers. Small-scale multiple-family buildings and condominiums may be permissible as part of a planned unit development, or special mixed-use district, provided open space requirements are adequate to stay within desired densities.

RLM-2: Appropriate Density Range

Densities in the Residential Low to Medium Density designation range between less than one dwelling unit/acre up to 11 dwelling units per net acre.

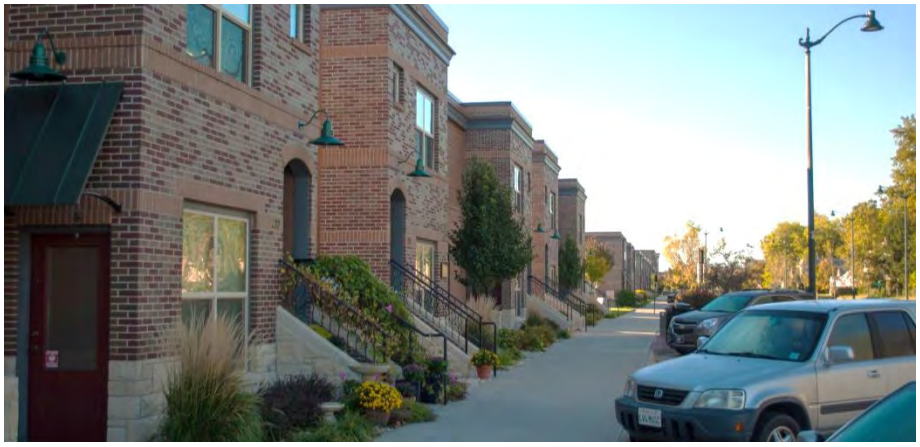
RLM-3: Location

Residential Low to Medium Density neighborhoods typically should be located where they have convenient access to and are within walking distance to community facilities and services that will be needed by residents of the neighborhood, including parks, schools, shopping areas, transit and other community facilities. Where topographically feasible, neighborhoods should be bounded by major streets (arterials and/or collectors) with a direct connection to work, shopping, and recreational activities. The Residential Low to Medium Density designation includes most established neighborhoods outside of the core area as well as future residential growth areas to the west and east.

RLM-4: Variety of Housing Styles

To avoid monotonous streetscapes, the incorporation of a variety of architectural styles is strongly encouraged in all new development, particularly when a single housing type (e.g., detached single-family) is prevalent.

RESIDENTIAL MEDIUM TO HIGH DENSITY (RMH)



RMH-1: Characteristics

The Residential Medium to High Density designation should incorporate a mix of housing types in a neighborhood setting in combination with compatible non-residential land uses, such as retail, service commercial, and office uses, developed at a neighborhood scale that is compatible with the area's residential characteristics and in conformance with policies for Neighborhood Commercial Centers. Appropriate housing types may include a combination of small lot single-family, duplexes, townhomes, or fourplexes on individual lots. However, under a planned unit development concept, or when subject to design and site plan standards (design review process), larger apartment or condominium buildings may be permissible as well, provided the density range is complied with.

RMH-2: Appropriate Density Range

Densities within a Residential Medium to High Density neighborhood range from 11 to 19 dwelling units per net acre.

RMH-3: Location

Locate Residential Medium to High Density neighborhoods close to an arterial street and bounded by collector streets where possible, with a direct connection to work, shopping, transit, and recreational activities. The Residential Medium to High Density designation includes some of the older neighborhoods in the core area of the City as well as portions of newer planned neighborhoods outside of the core area.

RMH-4: Variety of Housing Styles

To avoid monotonous streetscapes, the incorporation of a variety of housing models and sizes is strongly encouraged in all new development, particularly when a single housing type (e.g., small-lot single-family or duplexes) is prevalent.

RESIDENTIAL HIGH DENSITY (RHD)

RHD-1: Characteristics

The Residential High Density designation is designed to create opportunities for higher density neighborhoods adjacent to the KSU campus and in other more urban parts of the core area of the community, and in a suburban setting. Within the core area or in Downtown, the designation accommodates higher-intensity residential housing, such as mid-rise apartments, townhomes and condominiums, combined with complementary non-residential land uses, such as retail, service commercial, and office uses, often within the same building. In other areas of the community, Residential High Density neighborhoods can be accommodated in a less vertical or urban fashion, such as in planned apartment communities with complimentary neighborhood service commercial, office, and recreational facilities. These neighborhoods could be implemented through a Planned Unit Development or by following design and site plan standards during the design review process.

RHD-2: Appropriate Density Range

Possible densities under this designation are 19-50 dwelling units per net acre and greater.

RHD-3: Location

Residential High Density uses are typically located near intersections of arterials and collector streets, sometimes providing a transition between commercial or employment centers and lower density neighborhoods. Concentrations of Residential High Density are designated west and east of the KSU campus and in the Aggieville vicinity to promote expanded student housing options within walking distance of campus. In a more urban setting or in Downtown, Residential High Density may be combined with active non-residential uses in a vertically mixed-use building. Outside of the core area, Residential High Density uses should not be located in settings where the only access provided consists of local streets passing through lower density neighborhoods.

RHD-4: Building Massing and Form

Avoid plain, monolithic structures or blank walls on the backs or sides of buildings. In a planned apartment community context, large buildings should incorporate a variety of design elements to create visual interest. Infill projects should be consistent with area-specific design standards or guidelines, as adopted.

RHD-5: Mix of Uses

Encourage the integration of neighborhood serving retail uses (e.g., drycleaners, coffee shop) on the ground level of high density residential buildings where viable, typically in areas with high visibility and/or pedestrian activity. Non-residential uses should generally not exceed twenty-five percent of the total floor area in a mixed-use structure; however, actual percentages will be driven by market demand and the surrounding site context.

RHD-6: Parking Location and Design

Locate off-street surface parking behind buildings, tucked under buildings (e.g., podium parking), or within parking structures in established core area neighborhoods and the Downtown to maintain a pedestrian-oriented street frontage. Integrate structured parking garages and tuck-under parking with the overall design of the building they are intended to serve. The incorporation of active uses, such as retail, into the ground floor of freestanding parking structures included as part of multi-block developments is strongly encouraged where viable based on market demand and visibility.

URBAN CORE RESIDENTIAL (UCR)

UCR-1: Characteristics

The Urban Core Residential designation is intended primarily to provide opportunities for university-oriented student housing in core area neighborhoods on identified blocks adjacent to the east side of the KSU Campus where neighborhood services and amenities are in close proximity. However, other opportunities for urban apartments/condominiums exist in the Downtown. Urban Core Residential developments should incorporate streetscape amenities; including wider sidewalks and landscaping that enhance pedestrian walkability and safety.

UCR-2: Appropriate Density Range/Building Height

Densities for Urban Core Residential will typically be as much as 100 dwelling units per net acre or more. Building heights will be mid-to-high rise and will typically range from five to eight stories.

UCR-3: Location

Urban Core Residential uses are intended to be concentrated in areas adjacent to the KSU Campus, but may also be appropriate as part of the Central Core District in Downtown.

UCR-4: Accessory Uses

Encourage the integration of neighborhood serving retail uses (e.g., drycleaners, coffee shop) on the ground level of Urban Core Residential buildings where viable, typically in areas with high visibility and pedestrian/bicycle activity.

UCR-5: Design Standards

Develop design standards tailored to address the unique characteristics of Urban Core Residential uses—full lot coverage, structured parking, taller heights and increased visibility from multiple vantage points—recognizing that the urban character of these uses will demand a flexible approach to ensure densities can be achieved. In general, place the greatest emphasis on the design at the street level to retain a pedestrian-oriented character. Avoid plain, monolithic structures or blank walls on the backs or sides of buildings and incorporate high quality exterior materials.

UCR-6: Parking Location and Design

Integrate structured parking garages and screened tuck-under parking with the overall design of the building they are intended to serve. The incorporation of active uses, such as retail, into the ground floor of freestanding parking structures included as part of multi-block developments is strongly encouraged where viable based on market demand and visibility.

UCR-7: Pedestrian and Bicycle Orientation

Provide clear pedestrian and bicycle connections with generous sidewalk widths and low-level lighting in areas with high pedestrian and bicycle activity to increase public safety and connectivity. Provide secure bicycle parking for residents that is integrated with the overall design of the building, typically in the form of a storage room that is accessed from building common areas or an exterior entrance.

RURAL RESIDENTIAL (RR)

RR-1: Characteristics

The Rural Residential designation is intended to provide a rural setting for large-lot, very low-density single-family housing on the urban fringe. Lot sizes and layouts for Rural Residential developments are largely dependent upon topographical constraints typically associated with the hilly terrain surrounding the community. In many cases, large portions of the lot remain in an undisturbed state, reinforcing the rural character of this development pattern. Due to their location outside of the Urban Service Area Boundary and Blue Township Urban Growth Area, individual sewage treatment systems, and either individual water wells or rural water districts, usually serve the homes.

RR-2: Density

Homes typically occur on tracts between 2 and 20 acres in size, but in some cases tracts may exceed 20 acres.

RR-3: Location

Rural Residential development is typically located at the fringe of urban development and near existing rural residential subdivisions. Rural residential sites are generally located in agricultural areas, areas where the terrain offers rolling and hillside sites, and areas with more terrain relief, such as near the rivers. In some cases, they serve as a transition between more intense urban neighborhoods and natural features to be protected. New rural residential development is discouraged within urban service /growth areas.

RR-4: Cluster Development

Use cluster development patterns as a means of preserving scenic views, preserving cohesive blocks of agricultural land, and providing shared open space for the common use and enjoyment of residents.

RR-5: Roadway Design

Access road and driveway configurations should follow the natural contours of topographic features to minimize slope disturbances, maximize scenic views, and conserve natural features and vegetation. Develop and implement access management policies along rural highways and highway corridors leading into the community to reduce the number of uncontrolled access points and improve safety.

Commercial/Mixed-Use

BACKGROUND AND INTENT

The Future Land Use map identifies three Commercial/Mixed-Use designations, based on scale, purpose, location, and intensity of use: **Central Core District, Community Commercial**, and **Neighborhood Commercial**. Commercial/Mixed-Use areas within the Manhattan Urban Area provide the necessary goods and services for residents of the community and region as well as visitors. These areas reflect the City's desire to establish a more diverse mix of uses within the Manhattan Urban Area and to encourage the development of commercial services, employment opportunities, a diversity of housing (type, location, and density), and an array of services, such as civic uses, entertainment, shopping, and parks that can meet many residents' day-to-day needs within a close proximity. While the Downtown, or Central Core District, will remain the primary focus of regional commercial and mixed-use activity for the community and region, a variety of other community and neighborhood scale commercial/mixed-use centers will be distributed throughout the community to provide for the day-to-day needs of residents. These designations are intended to support new Commercial/Mixed-Use areas, as well as the revitalization of aging and/or underutilized centers and corridors.

COMMERCIAL/MIXED-USE - ALL CATEGORIES

CMU-1: Activity Centers

Concentrate commercial services and other complementary uses—entertainment, recreation, employment, and residential—within planned activity centers, or compact nodes, that are located throughout the community. This pattern is intended to promote "one-stop shopping," minimize the need for cross-town vehicle trips, preserve the residential character of many of the major street corridors throughout the community, and help prevent the negative impacts caused by linear strip commercial configurations with multiple access points along a corridor. The general locations of proposed Future Community Commercial or Neighborhood Commercial Centers are identified on the Future Land Use map. The precise location, size, overall mix of uses, and configuration of these centers is intended to be flexible and should be determined as specific developments are proposed considering changing market conditions, surrounding development context, and the need for economic sustainability.

CMU-2: Revitalization of Existing Centers

Encourage the revitalization and/or redevelopment of underutilized centers over time to take advantage of existing infrastructure and promote the efficient use of available land. Support the integration of a broader mix of uses as part of revitalization efforts, including residential to promote vitality and increase housing options within the community.

CMU-3: Promote a High Quality Urban Environment

Promote a high quality urban environment in commercial and mixed-use developments, as expressed by site layout, building materials and design,

landscaping, parking area design, and pedestrian-oriented facilities, such as through use of design guidelines.

CMU-4: Mixed-Use Development

Encourage mixed-use development—both vertically and horizontally mixed-use, as appropriate, given the surrounding development context and market demand—through the revitalization of aging and/or underutilized centers and corridors as well as part of new commercial/mixed-use centers.

CMU-5: Pedestrian Access and Orientation

Design Commercial/Mixed-Use sites with an emphasis on the character and safety of the pedestrian realm:

- Bring buildings close to the street;
- Avoid uninterrupted expanses of parking and organize larger parking lots as a series of smaller blocks divided by landscaping and pedestrian walkways;
- Distribute parking areas between the front and sides of buildings, or front and rear, rather than solely in front of buildings to the extent possible;
- Consider shared parking opportunities; and
- Provide clear pedestrian connections with generous sidewalk widths, low-level lighting, and outdoor gathering spaces.

CMU-6: Community Facilities

Incorporate public plazas, libraries, parks, common areas, and other community facilities, into centers where appropriate to serve the needs of neighborhood residents. Encourage creative approaches to the design of community facilities in centers to reinforce the more compact nature of their surroundings and integrate them with other uses. Support shared use facilities (e.g. library/coffee shop/community meeting rooms) as a means to promote efficiency and increase hours of activity.

CMU-7: Multi-Modal Connectivity

Ensure Commercial/Mixed-Use areas are served by a system of collector and local streets, as well as sidewalks and pedestrian and bicycle pathways, which provide connectivity to surrounding neighborhoods, adjacent employment areas, and existing or planned transit services.

CENTRAL CORE DISTRICT (CCD)

CCD-1: Characteristics

The Central Core District is a special purpose designation for the Downtown core and Aggieville, both of which have a unique historical character and importance to the broader community. Although the two areas are not physically connected, they both consist of a variety of civic, cultural, retail, commercial, business, professional offices, and financial institutions, and residential uses in a compact, vibrant setting. This setting is enhanced by a large inventory of older and/or historic structures and a pedestrian-friendly scale. Identified redevelopment areas in the Downtown core provide opportunities for a range of uses—including high density residential—provided they are designed as part of a master planned development that is compatible with and complimentary to the design and pedestrian-oriented character of the traditional urban fabric in Downtown. (Note: "Master planned" refers to the process of developing an overall concept or neighborhood level plan for an area, prior to development, that takes into consideration the relationships between land uses, buildings, access and site characteristics, in order to establish a more unified and compatible development. It can apply to a large single site, a whole neighborhood, or series of neighborhoods.)

CCD-2: Infill and Redevelopment

Encourage targeted infill development and/or redevelopment to take advantage of underutilized areas such as large surface parking lots, help enhance the overall mix of uses, and enhance the continued revitalization of the Central Core District. Encourage infill and redevelopment that is in keeping with the historic character and scale of the Downtown Historic District.

CCD-3: Rehabilitation and Adaptive Reuse

Encourage the rehabilitation and adaptive reuse of existing underutilized structures, particularly along Poyntz Avenue in the Downtown core. Support the continued adaptation and reconfiguration of existing spaces in the Manhattan Town Center and on surrounding pad sites to meet changing market preferences and the needs of the community.

CCD-4: Housing

Promote an expanded range of housing options in the Central Core to reinforce the variety and vitality of the environment. Encourage the conversion of upper floors above existing retail storefronts to office or residential uses, the integration

of Residential High Density or Urban Core Residential type uses at the fringe of the Central Core District, and the conversion of obsolete uses or surface parking lots to housing over time.

CCD-5: Outdoor Seating

Support the provision of outdoor dining and seating areas along the sidewalk edge, particularly in the Downtown core, to create activity along the street.

CCD-6: Mix of Uses

Support a vibrant mix of residential and non-residential uses within the Central Core. Concentrate active, visible uses that encourage pedestrian activity, such as restaurants or retail storefronts, on the first floor of buildings along Poyntz Avenue and the other retail-oriented streets, and in Aggieville. In these locations, encourage offices, residential or other uses that typically are "closed off" from the street as upper floor uses; however, single use buildings (e.g. office or residential) are appropriate on secondary streets in Downtown where retail may not be viable and contribute to the overall vitality of the Central Core District.

COMMUNITY COMMERCIAL (CC)

CC-1: Characteristics

Community Commercial Centers provide a mix of retail and commercial services in a concentrated and unified setting that serves the broader community and may also provide a limited draw for the surrounding region. These centers are typically anchored by a larger national chain, between 120,000 and 250,000 square feet, which may provide sales of a variety of general merchandise, grocery, apparel, appliances, hardware, lumber, and other household goods. Centers may also be anchored by smaller uses, such as a grocery store, and may include a variety of smaller, complementary uses, such as restaurants, specialty stores (such as books, furniture, computers, audio, office supplies, or clothing stores), professional offices and health services. The concentrated, unified design of a Community Commercial Center allows it to meet a variety of community needs in a "one-stop shop" setting, minimizing the need for multiple vehicle trips to various commercial areas around the community. Although single use highway-oriented commercial activities will continue to occur in some areas, this pattern of development is generally not encouraged.

CC-2: Location

Community Commercial Centers should be located at the intersection of one or more major arterial streets in commercial nodes; rather than being developed in linear, “strip” configurations along major street corridors. They may be located adjacent to urban residential neighborhoods and may occur along major highway corridors as existing uses become obsolete and are phased out and redeveloped over time. Large footprint retail buildings (often known as “big-box” stores) are permitted only in areas of the City where adequate access and services can be provided.

CC-3: Size

Typically require a site of between 10 and 30 acres.

CC-4: Unified Site Design

Establish a unified site layout—landscaping, signage, pedestrian, and vehicular circulation—for the center to guide current and future phases of development. Site design features should be used to create visual interest and establish a more pedestrian-oriented scale for the center and between out lots.

CC-5: Building Design and Character

Require Community Commercial Centers to meet a basic level of architectural detailing, compatibility of scale with surrounding areas, pedestrian and bicycle access, and mitigation of negative visual impacts such as large building walls, parking areas, and service and loading areas. While these requirements apply to all community commercial development, they are particularly important to consider for larger footprint retail buildings, or “big-box” stores. A basic level of architectural detailing shall include, but not be limited to, the following:

- Façade and exterior wall plane projections or recesses;
- Arcades, display windows, entry areas, awnings, or other features along facades facing public streets;
- Building facades with a variety of detail (materials, colors, and patterns); and
- High quality building materials.

CC-6: Organization of Uses

Concentrate Community Commercial services within planned activity centers, or commercial nodes, throughout the community. Cluster complementary uses within walking distance of each other to facilitate efficient, “one-stop shopping”, and minimize the need to drive between multiple areas of the center. Large footprint retail buildings, or “big-box” stores should be incorporated as part of an activity center or node along with complementary uses, such as high density residential, where feasible. Linear development patterns, particularly when parcels provide a single use and are developed independently, can require multiple access points and lead to disruption of traffic flow on adjacent streets. Although lot sizes and/or configurations in some areas may warrant the use of a more linear development pattern, it is generally discouraged.

CC-7: Circulation and Access

Provide clear, direct pedestrian connections through parking areas to building entrances, to surrounding neighborhoods and streets, and transit stops. Integrate main entrances or driveways with the surrounding street network to provide clear connections between uses for vehicles, pedestrians, and bicycles. Provide a limited number of vehicle access points to minimize impacts on surrounding uses and maintain an efficient traffic flow to and from the site.

CC-8: Infill and Redevelopment / Adaptive Reuse

Encourage the revitalization and/or redevelopment of underutilized Community Commercial areas over time to take advantage of existing infrastructure and promote the efficient use of available land. Support opportunities to repurpose large surface parking lots typical of Community Commercial areas by incorporating additional pad sites for office or commercial uses or high density residential along the street edge. Support the adaptive reuse of existing buildings in older strip commercial centers on smaller lots where infill and redevelopment is less viable.

NEIGHBORHOOD COMMERCIAL CENTER (NCC)

NCC-1: Characteristics

Neighborhood Commercial Centers are intended to provide a range of services for residential areas, including supermarkets, restaurants, convenience stores, drycleaners, drugstores, filling stations, smaller specialty shops, retail and health services, and business and professional offices. Neighborhood centers will vary in scale and character. Smaller, limited use centers may be fully integrated into the surrounding neighborhood and be accessed comfortably by foot or bicycle; while larger centers will function more independently, providing ample parking and numerous stores. Mixed-Use Neighborhood Centers that also incorporate residential uses are appropriate in a master planned setting. Neighborhood Centers often serve more than one nearby neighborhood in order to maintain sufficient economy of scale.

NCC-2: Location

Neighborhood centers should generally be located at the intersection of arterial and collector streets. However, smaller centers with limited uses may be appropriate within a residential area at the intersection of two collector streets,

or at the intersection of a collector and a local street, provided they are designed to be compatible with the surrounding neighborhood and meet a minimum level of design criteria.

NCC-3: Size

Neighborhood centers typically require a site of approximately 10 acres, but may vary, ranging from as small as 1-3 acres to as large as 15-20 acres depending on the size of its service area and the extent of its mixed-use characteristics.

NCC-4: Circulation and Access

Integrate main entrances and driveways with the surrounding street network to provide clear connections between uses for vehicles, pedestrians, and bicycles. Provide clear, direct pedestrian connections between uses within the center, to the surrounding neighborhood, and to transit stops.

NCC-5: Transitions between Uses

Provide attractive transitions between the center and surrounding neighborhoods, while not limiting access between the center and the neighborhood for all modes of travel. Transitions can be accomplished by stepping down the height of taller structures when developing towards nearby residences, providing landscape buffers or screening, or similar means. Use creative design to avoid simply "walling" off residential areas from neighborhood centers.

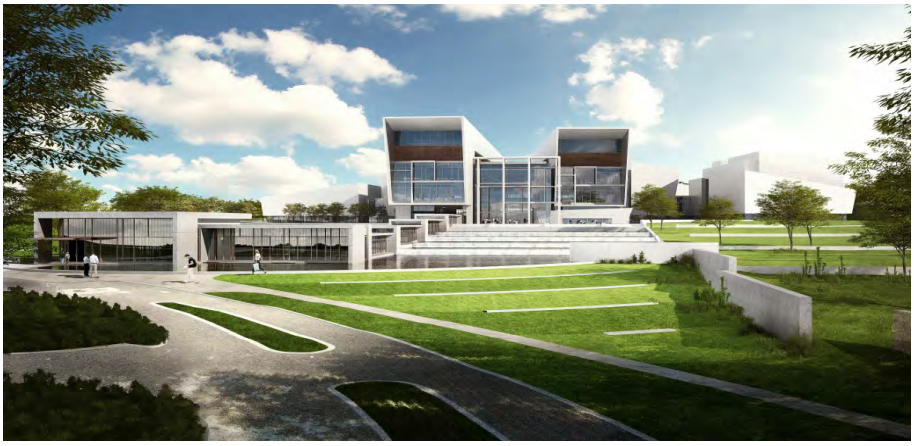
Employment

BACKGROUND AND INTENT

The Future Land Use map identifies three categories of employment uses: **Service Commercial, Industrial, and Office/Research.** Employment uses within the Manhattan Urban Area are intended to provide concentrated areas of high quality employment facilities for uses such as office headquarters, research and development facilities, and educational facilities, as well as locations for light and heavy manufacturing, warehousing and distribution, service commercial, indoor and screened outdoor storage, and a wide range of other industrial services and

operations. Accessory uses such as small-scale retail, convenience stores, day care or recreational facilities, or other uses intended to primarily serve employees are also encouraged in all employment categories.

OFFICE/RESEARCH (OR)



OR-1: Characteristics

The Office/Research designation is intended to provide concentrated areas of high quality employment facilities, such as corporate office headquarters, research and development facilities, educational facilities, or supporting services in a planned setting. Ancillary commercial services and medium to high density residential may be incorporated in appropriate settings. Office/Research developments may be incorporated into a master planned neighborhood, as part of the KSU Campus, or located in close proximity to residential areas. Activities within an employment area typically take place indoors, and outdoor storage or other more industrial types of uses are typically not permitted. Some specialized research parks may include limited prototype production, or bioscience or agricultural research, such as in the K-State Research Park. This category may also include smaller office complexes consisting of a single building or several buildings that are not located within a typical office park setting. These smaller office complexes shall meet the intent of the policies within this section, to the extent that they apply. The Poyntz Avenue Corridor, located between 17th Street and Juliette Avenue, is another designated office district with some unique characteristics and issues that are addressed more specifically in the adopted Poyntz Avenue Corridor District Plan.

OR-2: Location

Office/Research facilities should have direct access to existing or planned arterial and collector streets and should not rely on local or residential streets for access. Multi-modal access should be considered in the location of employment areas.

OR-3: Site Layout and Design

Integrate Office/Research developments into the surrounding context, whether multiple buildings as part of a planned campus, or stand-alone buildings integrated as part of the urban or suburban fabric.

OR-4: Unified Character

Encourage a unified character for larger Office/Research developments achieved through the use of similar or complementary elements, such as materials, signage, landscaping and screening, and other site layout details.

OR-5: Common Areas

Provide plazas, courtyards, patios, quads, and other common outdoor gathering spaces for employees and visitors as part of standalone Office/Research developments. Provide access to adjacent trails or parks where applicable.

OR-6: Multimodal Connectivity

Ensure Office/Research development areas are served by a system of collector and local streets, as well as sidewalks and pedestrian and bicycle pathways, which provide connectivity to surrounding neighborhoods, adjacent services, and existing or planned transit.

Provide clear, direct pedestrian linkages to and between building entrances, outdoor gathering spaces, parking areas, and transit stops.

OR-7: Outdoor Storage

Contain the functions of Office/Research facilities within buildings to the extent feasible. Accessory outdoor storage facilities typically should be of a limited nature and completely screened.

INDUSTRIAL (IND)

I-1: Characteristics

The Industrial designation is intended to provide locations for light and heavy manufacturing, research, warehousing and distribution, indoor and screened outdoor storage, a wide range of other industrial services and operations, and supporting accessory uses. Typically, heavy industrial uses involve more intensive work processes, and may involve manufacturing or basic resource handling and/or extraction. Design controls within an Industrial area are not as extensive as in the Office/Research category and a broader range of uses is permitted.

I-2: Location

Because of their potential environmental impacts, Industrial uses should generally be located away from population centers or must be adequately buffered. Traffic generated by industrial uses should not pass through residential areas. Sites should have access to one or more major arterials or highways capable of handling heavy truck traffic. Railroad access is also beneficial to certain types of heavy industrial uses. Light industrial uses can typically be located in areas that also contain some highway-oriented commercial uses, and might benefit from close proximity and better access to their local customer base.

I-3: Screening

Screen storage, loading, and work operations from view along all industrial area boundaries (when adjacent to non-industrial uses) and along all public streets.

SERVICE COMMERCIAL (SC)

SC-1: Characteristics

The Service Commercial designation is intended to provide opportunities for showrooms and shops for the display and sale of electrical, plumbing, heating, air conditioning, sheet metal, tile, and other similar services and products.

SC-2: Location

Service Commercial uses are primarily concentrated along the West and East US-24 Corridor, but may be suitable in other locations where Industrial uses are not appropriate due to access limitations or based on the proximity of residential neighborhoods.

SC-3: Outdoor Storage

Accessory outdoor storage facilities typically should be of a limited nature and completely screened.

Related Plans and Policy Documents

The following previously developed plans may or may not have been formally adopted as a part of the Comprehensive Plan; however they provide important background information and policy direction regarding land use and growth management in the Manhattan Urban Area. These Plans provide more focused background information and policies as they relate to specific portions of the planning area. Refer to Appendix B: Related Plans and Policy Documents for additional information on each plan and links to the full documents.

- Kansas State University North Corridor Plan (under development)
- Eureka Valley – Highway K-18 Corridor Plan (2013)
- Kansas State University Campus Master Plan (2012)
- Gateway To Manhattan Plan (Updated 2011)
- US-24 Corridor Management Plan (2009)
- VISION 2025: A Comprehensive Plan for Riley County, Kansas (2009)
- Aggieville-Campus Edge District Plan (2005)
- Highway 24 Corridor Plan (2002)
- Downtown Tomorrow – A Redevelopment Plan for Downtown Manhattan, Kansas (2000)
- Grand Mere Community Master Plan (2000)

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Chapter 4: Preserve and Enhance Natural Resources and Promote Resiliency

For related guiding principles, goals, and policies, refer to: Chapter 8: Healthy, Livable Neighborhoods Offering a Variety of Lifestyle Options; Chapter 9: An Active Community Recognized for its Quality of Life and Strong Sense of Place.

Background and Intent

Residents of the Manhattan Urban Area feel strongly about conserving the area's natural amenities and scenic quality. The City and Counties will work to preserve and enhance natural features and resources that provide wildlife habitat, maintain environmental quality, and enrich the lives of residents through education, observation, and outdoor recreation opportunities. The core of this "green infrastructure" framework will consist of the most sensitive environmental areas as identified on the Development Constraints Map. These include wetlands, critical wildlife habitats of threatened and endangered species, riparian corridors, native woodlands, and steep slopes. The tall grass prairie, the defining natural feature of the areas surrounding Manhattan, may also be incorporated into an open space framework. These areas contain concentrations of natural forms, features, and functions, and are considered worthy of the highest level of protection. Preserving the area's natural features and resources will help maintain the community's identity and sense of place, as well as its desirability as a place to live, work, and visit. Green infrastructure can also include features within a more urbanized setting, including undeveloped open spaces (public or private), parks, storm water buffers, view sheds and other similar features. Ongoing coordination on hazard mitigation issues and limitations on growth in flood or other hazard prone areas will help minimize future property damage and potential loss of life and promote the overall resiliency of the community when faced with potential disasters.

Goals and policies to preserve and enhance natural resources and promote resiliency are based on the following guiding principles:

- Conservation of environmentally sensitive areas;
- A connected, continuous, and permanent network of "green infrastructure;" and
- A safer and more resilient community.

The goals and policies in this chapter, in conjunction with the supporting policy documents identified at the end of this chapter and other goals and policies contained in this Plan, should be used to support the continued expansion of a "green infrastructure" framework, protect important natural features and

resources, and reduce risk and long-term effects from natural and manmade disasters.

Guiding Principles, Goals, and Policies (NRE)

Guiding Principle NRE-1: Conservation of environmentally sensitive areas and natural resources

GOAL NRE-1.1: MINIMIZE IMPACTS FROM DEVELOPMENT ON ENVIRONMENTALLY SENSITIVE AREAS

NRE-1.1A: Environmentally Sensitive Areas

Maintain buffers between urban development and environmentally sensitive areas—such as Wildcat Creek, the Big Blue and Kansas Rivers, numerous secondary stream corridors, drainage areas, and wetlands, as well as prairie ecosystems—to reduce negative impacts upon natural habitat, protect water quality and reduce stormwater runoff. Effective protection of environmentally sensitive areas requires that they be linked, where appropriate and possible, into a network of major habitat types and corridors. Protection of these areas also enhances the scenic quality of the Manhattan Urban Area, maintains flood control capabilities and important wildlife habitat, protects water quality, and provides for potential eco-tourism opportunities.

NRE-1.1B: Neighborhood Design

Encourage the protection of unique natural features and the incorporation of linkages to the overall system of open space and trails in the Manhattan Urban Area in the design of new neighborhoods. Identify corridors, such as tributary drainage channels, during the subdivision or master planning process as a means to provide linkages within and between non-contiguous parks, environmentally sensitive and preserved open space areas, as well as neighborhoods and other development areas. These linkages are not only important to creating uninterrupted systems for maximum biodiversity, but also contribute to the establishment of a network of green infrastructure that visually and functionally links the various neighborhoods. The defining characteristics of a naturally occurring corridor (e.g., shape, width, vegetation) should be preserved, in

order to maintain its integrity and avoid creating an “engineered” appearance. Corridors may or may not incorporate community parks, open space and trail systems, depending on the environmental sensitivity and specific characteristics of the site.

NRE-1.1C: Resources Extraction

Protect the City’s water well field and opportunities for the extraction of subsurface natural resources, such as sand and gravel, as development occurs. Require mitigation of undesirable impacts to the natural environment and community as well as plans for viable potential reuse of the land upon completion of resource extraction activities.

GOAL NRE-1.2: PROMOTE THE USE OF ENVIRONMENTALLY SENSITIVE SITE DESIGN AND DEVELOPMENT PRACTICES

NRE-1.2A: Responsible Grading Practices

Encourage the use of grading practices that minimize soil disturbance, excessive grading of natural topography, severe roadway cuts, and the removal of existing vegetation to ensure that they do not contribute to flooding and erosion.

NRE-1.2B: Best Management Practices

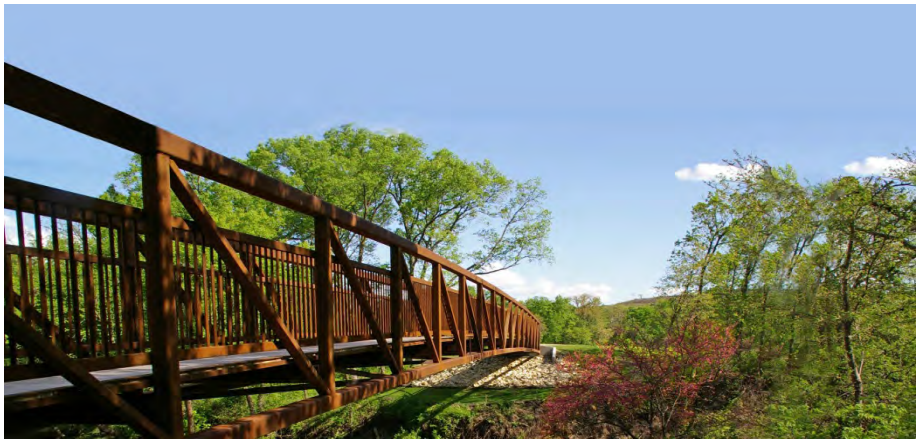
Encourage the use of Stormwater Best Management Practices for addressing nonpoint pollution, such as stormwater retention or on-site storm runoff water treatment technologies, and other techniques to minimize sedimentation and other pollutant runoff into area waters.

NRE-1.1C: Landscape Materials/Maintenance Practices

Encourage the use of native or xeric landscape plants to minimize the need for water, pesticides, and fertilizers. Encourage use of organic pesticides and fertilizers in existing turf areas to reduce impacts on area waters.

Guiding Principle NRE-2: A connected, continuous, and permanent network of "green infrastructure"

GOAL NRE-2.1: COMPLETE MISSING LINKS IN THE OPEN SPACE AND TRAILS NETWORK



NRE-2.1A: Green Infrastructure

Use a variety of methods—both public and private—to facilitate the creation of a continuous, permanent, system of open space corridors using natural features such as preserved open space areas, drainages, streams, and rivers to the extent possible. Continue to expand the Linear Trail and other trail and open space corridors that will ultimately link key destinations in the Manhattan Urban Area. Prioritize improvements and linkages to greenways, open space, and trails in areas that are underserved (see Parks and Trails Recreation Service Areas map in Chapter 9) or areas where "missing links" can be readily addressed either as standalone projects or as part of other public improvement projects.

NRE-2.1B: Coordinated Improvements

Coordinate planning and development of open space and trail corridors with the development of stormwater facilities to maximize available resources and to reduce the need for engineered stormwater solutions.

Guiding Principle NRE-3: A safer and more resilient community

GOAL NRE-3.1: REDUCE RISK AND EFFECTS OF NATURAL AND MANMADE HAZARDS

NRE-3.1A: Natural Hazards

Prohibit development in areas where natural hazards have been identified which have the potential to endanger life, resources, and property. Within the Manhattan Urban Area, these hazards include steep slopes (twenty percent or greater slope), floodways, and other special flood hazard areas.

NRE-3.1B: Integrated Planning and Decision-Making

Integrate hazard mitigation considerations into supporting plans and policies at the city, county, and regional level to increase awareness of the associated risks and costs, identify strategies to minimize threats for existing development in high risk areas, and to promote informed decision making when future development within high risk areas is proposed for consideration. Participate in periodic updates to and the implementation in the Multi-Jurisdiction Hazard Mitigation Plans for Riley and Pottawatomie County, as needed. Coordinate planning of new developments located in identified critical noise impact areas with Fort Riley and implement applicable recommendations in the Flint Hills Joint Land Use Study.

NRE-3.1C: Open Space Protection in High Risk Areas

Prioritize open space protection efforts in areas recognized as potentially being at risk of being impacted by natural or manmade hazards, including but not limited to floodplains, steep slopes, and areas located below a dam.

NRE-3.1D: Foster Interagency Coordination

Foster interagency coordination to promote a greater understanding of what resources are available to support hazard mitigation planning and disaster recovery efforts within the region, minimize duplication of efforts, and ensure open lines of communication are established in advance of a major event.

NRE-3.1E: Utility Undergrounding

Promote undergrounding of existing utility systems as opportunities arise as part of related infrastructure projects to reduce damage to and vulnerability of above

ground utilities during flood events, high winds, and other potentially hazardous weather conditions.

GOAL NRE-3.2: INCREASE PUBLIC AWARENESS AND PREPAREDNESS WITH REGARD TO POTENTIAL HAZARD RISKS

NRE-3.2A: Public Information and Education

Improve public awareness of natural and manmade hazards in general and at specific high-risk locations; and give people knowledge about measures they can use to protect themselves, their property, and their community.

NRE-3.2B: Public Health and Safety

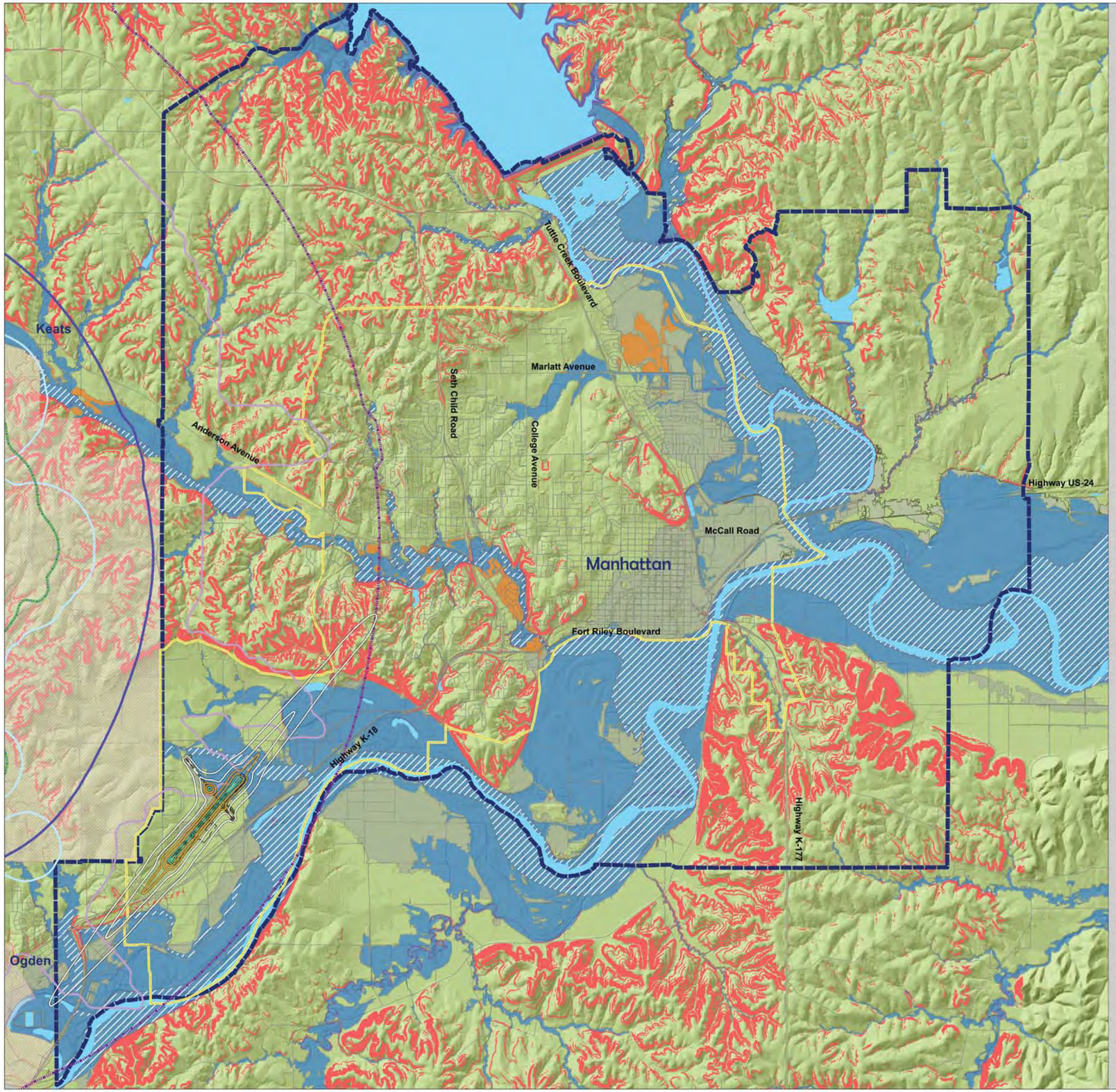
Take proactive steps to protect inhabitants of the Manhattan Urban Area through the development of Safe Rooms, and warning and communication systems.

NRE-3.2C: Community Rating System

Continue Community Rating System activities to educate the public about flood risks and mitigation measures and to help to reduce flood insurance costs.

DEVELOPMENT CONSTRAINTS

Manhattan Area 2035
BUILDING OUR FUTURE...TOGETHER.



Legend

Airport 2027 Projected Noise Countours

- 60-65 ADNL
- 70-75 ADNL
- 80-85 ADNL
- LUPZ: 57 CDNL
- 62 CDNL
- 70 CDNL

FR Noise

Fort Riley Peak Noise Levels

- Large Caliber 115
- Large Caliber 130
- 2014 Urban Service Area
- Comprehensive Plan Update Boundary
- Fort Riley

Flood Zones

- Floodway
- 1 PCT FUTURE CONDITIONS
- A
- AE
- AH
- 0.2 PCT ANNUAL CHANCE FLOOD HAZARD
- X PROTECTED BY LEVEE
- Slope > 20%

Source: City of Manhattan, Riley County, Pottawatomie County

April 2014

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Related Plans and Policy Documents

The following previously developed plans may or may not have been formally adopted as a part of the Comprehensive Plan; however they provide important background information and policy direction with regard to natural resources, green infrastructure, and hazard mitigation issues. Refer to Appendix B: Related Plans and Policy Documents for additional information on each plan and links to the full documents.

- Big Blue River Floodplain Management Plan (2016)
- Pottawatomie County Multi-Jurisdiction Hazard Mitigation Plan (2012)
- Five Year Strategic Plan for Bicycling (2011)
- Riley County Multi-Jurisdiction Hazard Mitigation Plan (2011)
- Flint Hills Joint Land Use Study (2005)
- Strategic Park Plan (1999)
- Linear Park Master Plan, Phase II (1998)
- Fairmont Park Master Plan (1997)
- Comprehensive Parks Master Plan (1992)

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Chapter 5: Efficient Use and Expansion of Public Facilities and Services

For related guiding principles, goals, and policies, refer to: Chapter 3: A Coordinated and Efficient Pattern of Growth; Chapter 7: Activity Community Involvement and Regional Coordination; and Chapter 9: Healthy, Livable Neighborhoods Offering a Variety of Lifestyle Options.

Background and Intent

The availability of water, wastewater, stormwater, fire protection, police protection, parks and other utilities and services affects the safety and quality of life for residents and the economic stability of the Manhattan Urban Area. The development pattern promoted by this Comprehensive Plan will provide for long-term development needs, while achieving a more cost-effective and efficient provision of infrastructure and public facilities. As the community continues to grow and as fiscal resources for facilities and services remain constrained, it will be increasingly important to maintain the right balance between the expansion of infrastructure facilities to serve new areas, with pressing needs for maintenance and upgrades of existing systems, and to promote continued collaboration among the many service providers within the Manhattan Urban Area.

Promoting the efficient use and expansion of public facilities and services is based on the following guiding principles:

- Make efficient use of public resources by locating facilities and providing services within areas planned for future growth; and
- Develop efficient, sustainable and equitable methods of providing urban services to development within Urban Service Areas.

The goals and policies in this chapter, in conjunction with the supporting policy documents identified at the end of this chapter and other goals and policies contained in this Plan, should be used to guide the provision and maintenance of public facilities within the Manhattan Urban Area.

Guiding Principles, Goals, and Policies (PFS)

Guiding Principle PFS-1: Make efficient use of public resources by locating facilities and providing services in areas planned for future growth

GOAL PFS-1.1: DIRECT URBAN DEVELOPMENT INTO PLANNED AREAS WHERE BASIC SERVICES CAN BE EFFICIENTLY, SAFELY, AND ECONOMICALLY PROVIDED WHILE MAINTAINING THE QUALITY OF SERVICES TO AREAS WITHIN THE CITY

PFS-1.1A: Consistency of Services and Infrastructure Planning with the Comprehensive Plan

Continue to prepare and update multi-year capital improvements programs that are coordinated with the policies and future land use patterns that are contained in this Comprehensive Plan, as a means to direct and prioritize the provision and extension of public facilities and services to identified growth areas while protecting non-growth areas from inappropriate urban development.

PFS-1.1B: Service Area Plans

Continue to coordinate planning efforts with Service Area Plans, including but not limited to the Utility Master Plan, Fire Services Plan, and other relevant plans. Establish service districts that are suitable for urban development based on physical characteristics, service capability and growth visions.

PFS-1.1C: Regional Airport Master Plan

Continue to coordinate future planning efforts and development proposals with the goals and policies contained in the Manhattan Regional Airport Master Plan.

PFS-1.1D: School Sites

Work closely with Manhattan Urban Area school districts to ensure that locations for future school sites and the potential timing of new schools are considered as part of more detailed area plans prepared for the future growth areas identified in the Comprehensive Plan.

PFS-1.1E: Parks and Recreation Planning

Coordinate with parks and recreation providers within the City and Counties to ensure that locations for future park sites and trails are considered as part of more detailed area plans prepared for the future growth areas identified in the Comprehensive Plan.

Guiding Principle PFS-2: Equitably distribute the cost for urban services over the areas that enjoy the benefit of such services and among those entities responsible for extending such services

GOAL #2.1: DEVELOP EFFICIENT, SUSTAINABLE AND EQUITABLE METHODS OF PROVIDING URBAN SERVICES TO DEVELOPMENT WITHIN THE URBAN SERVICE / GROWTH AREA

PFS-2.1A: Adequate Public Facilities and Services

Consider the provision of adequate public facilities and services and the phasing of infrastructure improvements in the timing and location of development. Provide all new development within the Urban Service Area and Blue Township Urban Growth Area with a full range of services.

PFS-2.1B: Public Facilities and Services Standards

Establish standards for all public facilities and services, including but not limited to: fire protection and emergency services, parks, utilities, transportation, and schools to define specified levels of service that are necessary and appropriate to meet the needs of City and County residents.

PFS-2.1C: Financing Mechanisms

Consider a range of financing mechanisms (e.g., benefit districts, development agreements, public/private partnerships) to support equitable methods of providing urban services within the Urban Service / Growth Area.

GOAL #2.2: SEEK OPPORTUNITIES TO LEVERAGE AVAILABLE RESOURCES THROUGH COLLABORATIVE APPROACHES TO THE PROVISION OF MUTUALLY BENEFICIAL FACILITIES AND SERVICES

PFS-2.2A: Regional Partnerships

Continue to explore potential opportunities to use mutual aid agreements and other tools as a means to help address potential gaps in service provision within Urban Service/Growth Areas on a temporary basis. Collaborate with the full spectrum of service providers to identify the most cost effective and efficient means of providing services where several options may exist.

PFS-2.2B: Training and Coordination

Seek opportunities to collaborate with other organizations and agencies in the region and statewide on training exercises for fire, police, and other service providers, particularly those agencies with whom a mutual aid agreement is already in place.

PFS-2.2C: Code Enforcement

Adopt and enforce updated construction and property maintenance codes as applicable. Consider expanding the applicability of relevant construction and property maintenance codes and inspections to areas that may be annexed in the future through a collaborative process.

Related Plans and Policy Documents

The following previously developed documents may or may not have been formally adopted as a part of the Comprehensive Plan; however they provide important background information and policy direction with regard to specific public facilities and services. Refer to Appendix B: Related Plans and Policy Documents for additional information on each plan and links to the full documents.

- Airport Terminal Master Plan (2013)
- Airport Master Plan Update (2009)
- Water Distribution System and Sanitary Collection System Master Plan Update (2009)
- Fire Station Location Plan Update (2003)
- City of Manhattan Water Facilities Plan and Cost of Services Study (2001)
- City of Manhattan Wastewater Facilities Plan and Cost of Services Study (2001)
- Corporate Technology Park Master Plan & Comprehensive Plan Update (1998)
- Storm Water Management Master Plan (1995)

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Chapter 6: Active Community Involvement and Regional Cooperation

For related guiding principles, goals, and policies, refer to: Chapter 3: A Coordinated and Efficient Pattern of Growth; Chapter 5: Efficient Use and Expansion of Public Facilities and Services; Chapter 8: A Balanced Multi-Modal Transportation System.

Background and Intent

The administration of the Comprehensive Plan and its component parts is the joint responsibility of the City of Manhattan, Riley County, and Pottawatomie County. To ensure that the intent of the Comprehensive Plan is carried out, the City and Counties will continue to foster coordination and cooperation between themselves, the Flint Hills Metropolitan Planning Organization, Flint Hills Regional Council, Kansas State University, Flint Hills Economic Development District, Flint Hills Regional Transit Administration, Fort Riley, Manhattan Urban Area Planning Board, Riley County Planning Board, Pottawatomie County Planning Commission, area service providers, and others in the region on issues of shared significance. A range of opportunities for public participation in the planning process will be provided to promote increased awareness and civic engagement among all segments of the community—youth, college students, young families, retirees, and older adults.

Promoting active community involvement and regional cooperation is based on the following guiding principles:

- Strong partnerships and a commitment to collaboration at the local and regional level; and
- A variety of public participation opportunities in the community planning process.

The goals and policies in this chapter, in conjunction with the supporting policy documents identified at the end of this chapter and other goals and policies contained in this Plan, should be used to promote ongoing collaboration among the City, Counties and other agencies and organizations in the region and to promote effective community engagement.

Guiding Principles, Goals, and Policies (RC)

Guiding Principle RC-1: Strong partnerships and a commitment to collaboration at the local and regional level

GOAL RC-1.1: PROMOTE A COORDINATED APPROACH TO LONG-RANGE PLANNING WITHIN THE REGION ON ISSUES OF SHARED SIGNIFICANCE

RC-1.1A: Local and Regional Planning

Coordinate the principles, goals, and policies contained in the Comprehensive Plan with those set forth by other governmental agencies within the region, such as the Flint Hills Metropolitan Planning Organization, Flint Hills Regional Council, Kansas State University, Flint Hills Economic Development District, Flint Hills Regional Transit Administration, Fort Riley, Manhattan Urban Area Planning Board, Riley County Planning Board, Pottawatomie County Planning Commission, area service providers, and others in the region. Actively participate in area-specific or issue-specific plans and studies led by others, with a particular emphasis on plans that address issues of shared significance, such as land use, transportation, the provision of infrastructure and services, housing, economic development, conservation of natural resources, and hazard mitigation.

RC-1.1B: KSU Coordination

Work closely with Kansas State University to coordinate on such issues as the location of growth and development, provision of public facilities and services, conservation of natural resources, and revenue sharing, to ensure that future uses on KSU land both inside and outside of the Campus Core are mutually compatible with the goals and objectives of this Comprehensive Plan, the mission of KSU, the Campus Master Plan, the North Campus Corridor Master Plan, and other supporting plans prepared by KSU.

RC-1.1C: Coordination of Services

Coordinate with internal service departments as well as with other governmental organizations that provide services to residents, such as the school districts, Flint Hills Area Transportation Agency (ATA Bus), Flint Hills Regional Transit

Administration (FHRTA), city and county parks and recreation divisions, and others to ensure that existing and new neighborhoods have adequate services and that existing public facilities are properly maintained to serve the needs of current and future residents.

RC-1.1D: Fort Riley Coordination

Work closely with Fort Riley to coordinate on issues of mutual concern, particularly as it relates to growth and development issues in the western portions of the Planning Area, to minimize land use conflicts and encroachments, and ensure that development is mutually compatible with the goals and objectives of this Comprehensive Plan and the mission of Fort Riley. Ensure that land use and development policies of the City and Riley County are consistent with the Joint Land Use Study for Fort Riley to protect it from incompatible development encroachment.

RC-1.1E: Flint Hills Metropolitan Planning Organization (MPO)

Work closely with the Flint Hills MPO and other partners on land use and transportation planning issues in the region. Actively participate in the development of the Flint Hills Transportation Plan and supporting travel demand model. Provide updated Future Land Use map information to the MPO as necessary to ensure consistency.

RC-1.1F: Flint Hills Regional Transit Administration (FHRTA)

Work with the FHRTA and other partners to develop plans for enhanced transit services within the region. Three counties, two cities and KSU have created the FHRTA through an interlocal agreement. The FHRTA is the Designated Recipient of FTA Urbanized Area funds that are allocated to the Manhattan Urban Area. These funds are for transit services within the Manhattan Urban Area or for routes that begin or end in the Manhattan Urban Area.

RC-1.1G: Intergovernmental Agreements

Continue to coordinate on and develop agreements related to issues such as improved planning coordination, location of growth and development, economic development, provision of public facilities and services, conservation of natural resources, revenue sharing, and to discourage development outside of defined urban service/growth areas that would limit the long-term growth potential of the Manhattan Urban Area. Continue discussion between the City and Counties of possibly revising the interlocal agreement and jurisdictional area of the Manhattan Urban Area Planning Board.

GOAL RC-1.2: COORDINATE AND STREAMLINE DEVELOPMENT PROCESSES

RC-1.2A: Review and Streamline Development Processes

Coordinate City and County development review and approval processes to the extent feasible, to increase predictability and efficiency and to reduce housing and development costs.

RC-1.2B: Interdepartmental/Interagency Coordination

Foster a highly integrated approach in the implementation of the Manhattan Urban Area Comprehensive Plan, and other plans and policies to reduce duplication of efforts, promote efficiency, and foster cooperation between City and County departments and partner agencies.

Guiding Principle RC-2: Varied public participation opportunities in the community planning process

GOAL RC-2.1: PROVIDE PROPERTY OWNERS, DEVELOPERS, INVESTORS, AND THE PUBLIC INFORMATION TO ENABLE THEM TO MAKE INFORMED DECISIONS ABOUT LONG-RANGE PLANNING

RC-2.1A: Citizen Involvement in Planning

Encourage participation from neighborhood-based community organizations, business and professional groups, residents and property owners in land development decisions as well as services and facilities planning. Notify organizations that may be affected by decisions in a timely manner so they have an opportunity to participate and/or sponsor meetings.

RC-2.1B: Encourage Civic Engagement

Provide a range of opportunities—through committee appointments, partnerships with other agencies in the City, Counties, and other parts of the region, and other civic engagement activities — for citizens to participate in and learn about planning processes and governance within the Manhattan Urban Area.

RC-2.1C: Tracking and Monitoring

Promote open communication and a transparent process by providing a centralized access point for the public to monitor the City and Counties annual progress towards the implementation of the goals and policies adopted as part of the Comprehensive Plan.

Related Plans and Policy Documents

The following previously developed documents may or may not have been formally adopted as a part of the Comprehensive Plan; however they provide important background information and policy direction with regard to regional coordination. Refer to Appendix B: Related Plans and Policy Documents for additional information on each plan and links to the full documents.

- Flint Hills Transportation Plan (In progress)
- Housing Matters: The Flint Hills Frontiers Fair Housing Equity Assessment / Regional Analysis of Impediments (under development)
- New Horizon: Education, Entrepreneurship and Environment in the Flint Hills (2013)
- Flint Hills Regional Growth Plan (2008)
- Flint Hills Joint Land Use Study (2005)

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Chapter 7: A Balanced Multi-Modal Transportation System

For related guiding principles, goals, and policies, refer to: Chapter 3: A Coordinated and Efficient Pattern of Growth; Chapter 4: Preserve and Enhance Natural Resources and Promote Resiliency; Chapter 9: An Active Community Recognized for its Quality of Life and Strong Sense of Place.

Background and Intent

Mobility, efficiency, and safety are important components of a transportation system. Current and future mobility needs will be addressed through appropriate land use decisions as guided by the Comprehensive Plan. The City and Counties will address and plan for an efficient transportation system with connected local and regional roads and future transit alternatives. In addition, the City and Counties will ensure that streets are designed to accommodate a range of travel modes to coincide with existing community needs as well as for new development.

The adopted Manhattan Area Transportation Strategy (MATS) provides more comprehensive policies, and together with this Chapter, serves as the Transportation Element of the Comprehensive Plan. Planned roadway connections are shown on the Future Roadway Network Map at the end of this Chapter.

Promoting a balanced multi-modal transportation system is based on the following guiding principle:

- A balanced, cohesive, integrated system of streets, sidewalks, bikeways, and public transportation that meets the mobility needs of Manhattan Urban Area

Guiding Principles, Goals, and Policies (MATS)

Guiding Principle MATS-1: A balanced, cohesive, integrated system of streets, sidewalks, bikeways, and public transportation that meets the mobility needs of Manhattan Urban Area

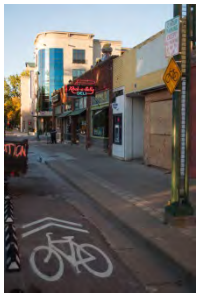
MATS-1.1A: Transportation System Performance

Regularly measure and assess benchmarks and indicators of transportation system performance for all modes. Implement projects, plans, programs or policies to optimize system performance.

MATS-1.1B: Pedestrian Transportation System

Promote walking as a primary form of transportation. Provide and maintain a system of sidewalks that provide needed continuity, promote safety and pedestrian comfort, and accommodate the community's range of user types. Where pedestrians share facilities with other modes (e.g., trails), provide for safe and pleasant pedestrian operations. Where pedestrians conflict with other modes (e.g. street crossings), minimize pedestrian exposure and design for pedestrian convenience and safety. Promote safe and accessible connections for pedestrians between facilities and between modes.

MATS-1.1C: Bicycle Transportation System



Promote bicycling as a primary form of transportation. Provide and maintain a system of bikeways and associated bicycle infrastructure, including parking, that provides needed continuity, promotes safety, and accommodates the community's range of user types. Where bicycles share facilities with other modes (e.g., on-street bikeways, trails), provide for safe and comfortable bicycle operations. Where bicycles conflict with other modes (e.g. street crossings), design for bicyclist safety, visibility, and comfort. Promote safe and accessible connections for bicyclists between facilities and between modes.

MATS-1.1D: Public Transportation (Transit) System

Provide a safe, convenient, affordable, and accessible public transportation system, designed and operated to maximize usage by providing scheduled public transit that serves identified needs throughout the community and supports connections to and from other local transportation modes (pedestrians, bicycles, auto), and to the Manhattan Regional Airport. Serve as a hub and provider for regional transit, and support connections to intercity transportation modes (intercity bus, aviation). Provide paratransit or other public transportation alternatives for mobility-impaired persons for general public transportation purposes.

MATS-1.1E: Parking Supply for Major Activity Centers

Optimize/manage parking supply for major activity centers by regularly monitoring parking conditions in Aggieville and Downtown and implementing improvements when necessary, and by regularly monitoring parking conditions around and fixed-route transit usage within, the Kansas State University campus and implementing improvements when necessary.

MATS-1.1F: Residential Street Design

Provide and maintain residential streets that promote safety, comfort and convenience, and that preserve a high quality of life. Regularly review neighborhood traffic control policies and practices, and adjust when necessary to respond to community needs and national practices.

MATS-1.1G: Residential Street Safety

Promote consistency and safety in residential street design while recognizing the variety of residential street types and their relationship to the total street system. Minimize automobile/truck “through” traffic on residential streets, while maximizing connectivity for non-motorized modes.

MATS-1.1H: Arterial and Collector Street Network Design

Provide and maintain a safe and effective network for users of arterial and collector streets. Design/maintain the roadway system to provide needed automobile continuity/connectivity, safety, and capacity, and consider all modes in the planning, design, improvement, and monitoring of arterial and collector streets and intersections.

MATS-1.1I: Arterial and Collector Street Network Safety

Remedy conditions where correctable accident patterns appear; incorporate safety design principles into new and upgraded roadways. Employ technology solutions to optimize arterial traffic flow and address incidents.

MATS-1.1J: Manhattan Regional Airport

Leverage transportation and economic-development potential of the Manhattan Regional Airport (MHK) by providing convenient and economical commercial

air service and promote general aviation growth, and by providing access and intermodal connections to MHK for all passenger modes. Ensure compatible land uses within 5 miles of the airport, and support use of MHK as Fort Riley's official Aerial Port of Embarkation (APOE).

MATS-1.1K: Regional Coordination

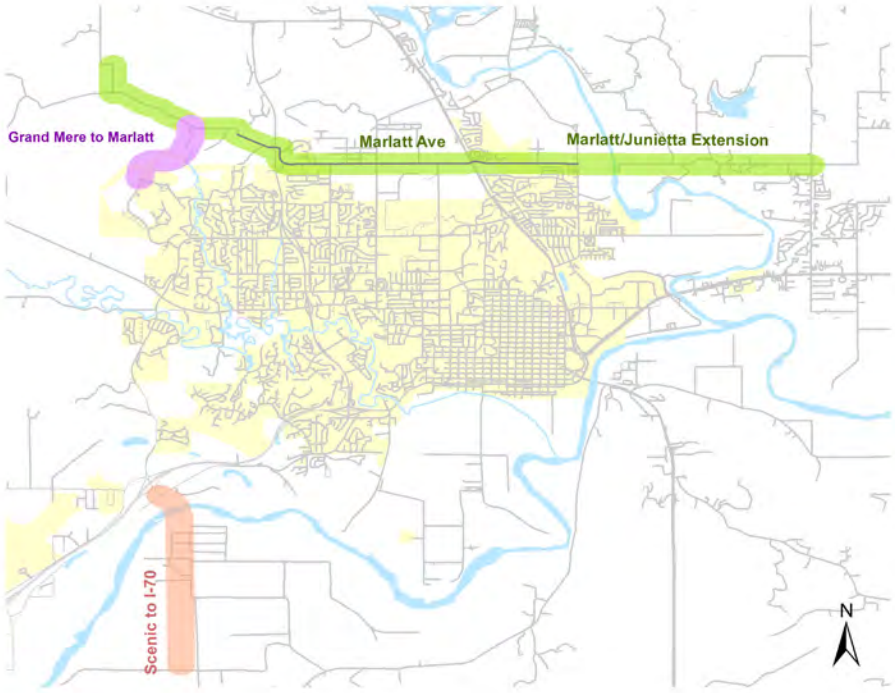
Participate in regional transportation decision-making by providing active, meaningful membership and leadership in the Flint Hills Metropolitan Planning Organization and Flint Hills Regional Transit Administration; and by coordinating Kansas State University and Fort Riley transportation planning efforts with those of the City and Counties.

MATS-1.1L: Freight Movement

Facilitate freight movement while minimizing freight's impact on the transportation system by delineating a preferred truck network and associated policies. Facilitate safe and efficient freight operations on the truck network and freight-related land uses, and maintain safe conditions at rail crossings.

Long-term Roadway Extensions Map

Conceptual long-term roadway extensions under consideration at a regional level are identified on the graphic below. Refer to Manhattan Area Transportation Strategy for additional detail on planned roadway improvements.



Related Plans and Policy Documents

The following previously developed documents may or may not have been formally adopted as a part of the Comprehensive Plan; however they provide important background information and policy direction with regard to multimodal transportation issues. Refer to Appendix B: Related Plans and Policy Documents for additional information on each plan and links to the full documents.

- Flint Hills Transportation Plan (under development)
- Manhattan Area Transportation Strategy (MATS) (2000 and 2013)
- Five Year Strategic Plan for Bicycling (2011)
- Transit Implementation Plan
- Linear Park Master Plan, Phase II (1998)

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Chapter 8: Healthy, Livable Neighborhoods Offering a Variety of Lifestyle Options

For related guiding principles, goals, and policies, refer to: Chapter 3: A Coordinated and Efficient Pattern of Growth; Chapter 9: An Active Community Recognized for its Quality of Life and Strong Sense of Place.

Background and Intent

The City and Counties will promote neighborhoods that contain a mix of land uses and diversified housing options to serve a growing and changing population, including housing that is affordable. The City and Counties will work to maintain the quality and character of established neighborhoods throughout the Manhattan Urban Area and ensure that infill and redevelopment is compatible with existing neighborhoods and is appropriate in size, scale, design, and use. New neighborhoods should be located within the Urban Service Area Boundary or within the Blue Township Urban Growth Area, where residents of all ages, abilities, and financial means will have access to the full range of infrastructure, facilities, and services to lead active, healthy lifestyles.

Providing healthy, livable neighborhoods that offer a variety of lifestyle options is based on the following guiding principles:

- Expanded housing options to meet the needs of a changing community;
- Revitalization of established and core area neighborhoods; and
- Access to amenities that encourage active and healthy lifestyles.

The goals and policies in this chapter, in conjunction with the supporting policy documents identified at the end of this chapter and other goals and policies contained in this Plan, should be used to guide the design of new neighborhoods and the rehabilitation of existing neighborhoods within the Manhattan Urban Area.

Guiding Principles, Goals, and Policies (HN)

Guiding Principle HN-1: Expanded housing options to meet the needs of a changing community

GOAL HN-1.1: PROVIDE A GREATER MIX OF HOUSING TYPES TO MEET THE NEEDS OF RESIDENTS OF ALL AGES, INCOME LEVELS, AND ABILITIES

HN-1.1A: Mix of Housing Options

Encourage a mix of housing options—lot sizes, prices, housing types, density, and location—to meet the needs of all segments of the population—university students, families with children, persons on fixed incomes, single professionals, active retirees, and special populations (e.g., elderly or disabled residents) and to meet changing markets.

HN-1.1B: Core Area Housing

Expand housing diversity in core area neighborhoods and in the Central Core District (Downtown and Aggieville) where a range of services, employment, and entertainment options may be more readily accessed by walking, bicycling, or taking transit.

HN-1.1C: Housing for Older Adults

Support opportunities that allow older adults the ability to age in place.[1] Locate affordable and accessible housing options near transit and other services to meet the needs of older adults who do not drive and must make ends meet on fixed incomes. Collaborate with health and human service providers who offer services and support so older residents can remain in their homes instead of moving to assisted living or retirement centers.

HN-1.1D: Encourage Construction of Affordable Housing

Work with the private sector and non-profit agencies to ensure that sites that are potentially suitable for affordable housing are available in the Manhattan Urban Area. This should include sites at a variety of scales to accommodate both small infill projects and larger redevelopment or greenfield projects, and sites that

1 Aging in place is the ability to live in one's own home and community safely, independently and comfortably, regardless of age, income, or ability level. (AARP)

are readily accessible using transit. Encourage innovative design in housing by promoting such programs as design competitions, financial incentives, or other mechanisms to reduce development costs.

HN-1.1E: Balance Housing Supply with Employment/Student Base

Ensure that the Manhattan Urban Area housing supply reflects to the extent possible, existing and planned employment concentrations, projected industrial/commercial development sites, KSU student population projections and spin-off research projections, Fort Riley troop levels, and the demand such uses bring for housing.

Guiding Principle HN-2: Revitalization of established and core area neighborhoods

GOAL HN-2.1: FOSTER THE STABILIZATION OF ESTABLISHED AND CORE AREA NEIGHBORHOODS

HN-2.1A: Neighborhood Stabilization

Undertake programs targeted towards the stabilization of established neighborhoods in and around the core area. Support the retention of existing housing stock in areas identified as stable (or in need of stabilization) as part of the Growth Opportunity Areas map and analysis (see Appendix A: Growth Opportunity Areas) and encourage ongoing maintenance and reinvestment in declining areas.

HN-2.1B: Code Enforcement

Enhance the physical quality of, and quality of life in, established and core area neighborhoods through active enforcement of public health, property maintenance codes, and safety violations in accordance with local building codes and other applicable ordinances as adopted by the City and Counties.

HN-2.1C: Enhance the Quality of Life in Existing Neighborhoods

Identify and foster initiatives to protect or enhance the quality of life in existing neighborhoods throughout the Manhattan Urban Area.

HN-2.1D: Infrastructure Improvements

Support continued investment in and ongoing maintenance of infrastructure and amenities—parks, schools, sidewalks, and streets— in established and core area neighborhoods.

HN-2.1E: Infill Development

Encourage compatible infill development on vacant parcels within established and core area neighborhoods where infrastructure and services are readily available and where it would foster the stabilization or revitalization of an existing block or area. Infill development in these locations should be sensitive to the established character of the surrounding neighborhood.

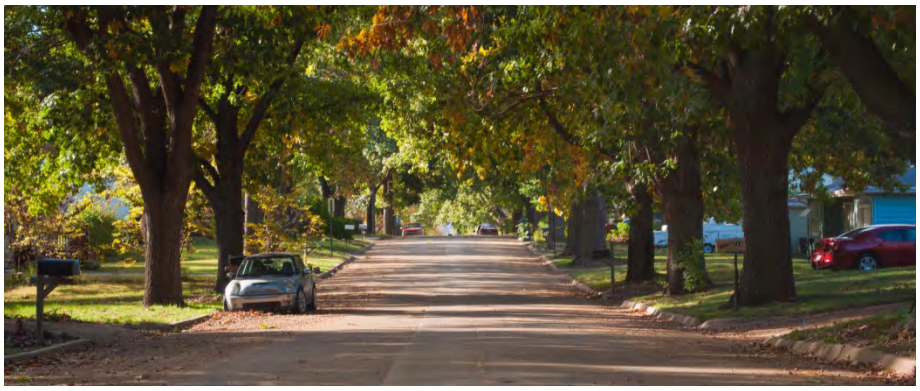
HN-2.1F: Facilitate Neighborhood-Level Planning Efforts

Continue to work with neighborhood organizations and residents on an as needed basis to facilitate neighborhood-level planning efforts that respond to specific neighborhood issues and concerns.

HN-2.1G: Design Standards

Adopt design standards for infill development, remodels, and additions to existing structures to promote compatibility with existing neighborhood scale and character.

GOAL HN-2.2: ENCOURAGE INFILL AND REDEVELOPMENT IN TARGETED AREAS



HN-2.2A: Areas of Change

Direct infill and redevelopment to areas where these activities are anticipated, based on the Future Growth Opportunities map and analysis provided in Appendix A: Growth Opportunity Areas, the availability of utilities and services, and adopted area-specific plans. Key opportunity areas for residential infill/redevelopment include:

- Areas identified for Urban Core Residential and Residential High Density (M-FRO) east of the KSU Campus;
- Areas identified for Residential High Density west of the KSU Campus; and

- Areas within the Central Core District as identified in the Aggieville-Campus Edge and Downtown Tomorrow plans

In these locations, infill and redevelopment may range from a single lot to an entire block that has been consolidated into single ownership for redevelopment purposes. (See Chapter 11: Special Planning Area Policies for detailed Future Land Use maps on the areas identified above).

HN-2.2B: Design Standards

Adopt design standards that provide a clear, but flexible framework for infill and redevelopment in defined areas of change or other locations as appropriate. Key considerations include the relationship between the building and the street, parking location, provision of community gathering spaces, bicycle and pedestrian amenities, ground floor details, overall building massing and form, street and pedestrian connections, block patterns (for larger assemblages), and transitions to adjacent areas defined as likely to remain stable.

Guiding Principle HN-3: Expanded opportunities for residents to lead healthy and active lifestyles

GOAL HN-3.1: SUPPORT COMMUNITY HEALTH AND WELL-BEING

HN-3.1A: Pedestrian and Bicycle Networks

Enhance options for active transportation, such as pedestrian and bicycle travel. Ensure that sidewalks, trails, and bicycle improvements are provided as development occurs, and prioritize the construction of missing links to connect bicycle and pedestrian facilities, and traffic calming mechanisms in high-traffic areas.

HN-3.1B: Indoor and Outdoor Recreation

Encourage a variety of publicly and privately run indoor and outdoor recreation facilities and parks across the community and within individual neighborhoods to provide opportunities for physical activity and support healthy lifestyles.

HN-3.1C: Local Food Systems

Support existing agricultural operations and the development of personal gardening and local food systems (such as community gardens, farmers markets, shared commercial kitchens, and food cooperatives/retailers) to expand access to healthy food options. Encourage public and private schools to allow community gardens and demonstration projects on school property and continue to support opportunities for farmers markets in Downtown and other activity centers.

HN-3.1D: Multi-Modal Accessibility

Support improvements such as transit service adjustments and bicycle and pedestrian linkages that increase opportunities for community members to access healthy foods, health care and social services, and parks and recreation facilities.

HN-3.1E: Coordination with Health and Human Service Providers

Identify opportunities for collaboration with public health organizations, health care and human service providers, school districts, and others leading the charge on community health and wellness issues that help advance current programs and efforts.

Related Plans and Policy Documents

The following previously developed documents may or may not have been formally adopted as a part of the Comprehensive Plan; however they provide important background information and policy direction with regard to housing and neighborhood issues. Refer to Appendix B: Related Plans and Policy Documents for additional information on each plan and links to the full documents.

- Riley County Community Needs Assessment (2014)
- Regional Housing Task Force Rental Summary (2011)
- Aggieville-Campus Edge District Plan (2005)
- Traditional Neighborhood Planning Initiative (2002)
- Downtown Tomorrow – A Redevelopment Plan for Downtown Manhattan, Kansas (2000)
- Strategic Park Plan (1999)
- Comprehensive Parks Master Plan (1992)

Chapter 9: An Active Community Recognized for its Quality of Life and Strong Sense of Place

For related guiding principles, goals, and policies, refer to: Chapter 3: A Coordinated and Efficient Pattern of Growth; Chapter 4: Preserve and Enhance Natural Resources and Promote Resiliency; Chapter 8: Healthy, Livable Neighborhoods Offering a Variety of Lifestyle Options; Chapter 10: A Strong, Diversified Economic Base.

Background and Intent

The Manhattan Urban Area's unique natural setting, high quality built environment, historic and cultural resources, parks and recreational facilities, and other assets enrich the lives of residents and appeal to visitors. The City and Counties recognize the role these amenities play in the quality of life of residents and the community's ability to maintain a strong sense of place as it grows. An emphasis will be placed on the protection and enhancement of these resources to meet the needs of both current and future residents.

Retaining the Manhattan Urban Area's quality of life and strong sense of place and promoting an active community is based on the following guiding principles:

- A variety of high-quality recreational opportunities in the form of interconnected parks, trails, recreation facilities, public spaces, and natural areas to serve existing development and planned growth;
- Significant historic and cultural resources that contribute to the community's identity and history; and
- A distinctive built and natural environment that promotes a sense of place.

The goals and policies in this chapter, in conjunction with the supporting policy documents identified at the end of this chapter and other goals and policies contained in this Plan, should be used to guide the provision and maintenance of parks and recreational facilities, the protection of historic and cultural resources, and the development of standards and guidelines for new development within the Manhattan Urban Area.

Guiding Principles, Goals, and Policies (QL)

Guiding Principle QL-1: A variety of high-quality recreational opportunities in the form of interconnected parks, trails, recreation facilities, public spaces, and natural areas to serve existing development and planned growth

GOAL QL-1.1: STRENGTHEN AND EXPAND A VIBRANT SYSTEM OF PARKS, TRAILS, RECREATION FACILITIES, AND NATURAL AREAS TO SATISFY THE COMMUNITY'S NEEDS AND ENHANCE THE QUALITY OF LIFE FOR RESIDENTS AND VISITORS OF ALL AGES AND ABILITIES

QL-1.1A: Parks and Recreation Guidelines

Ensure that park and recreation facilities provide an adequate range of recreational opportunities based on guidelines from the National Recreation and Park Association (or others developed as part of a comprehensive park planning process). Design facilities in a manner that responds to the needs of the intended users.

QL-1.1B: Park Types/Level of Service Targets

Provide a hierarchy of park types to satisfy the diverse needs of our changing community. Seek to achieve and/or maintain level of service targets established by the City's Parks and Recreation Strategic Facility Improvement Plan (to be completed early 2015) and other plans as adopted for different types of parks and recreational facilities as the community grows over time.

QL-1.1C: Distribution of Facilities

Maintain and enhance an efficient and accessible distribution of parks and recreation facilities throughout the community by encouraging development of new parks and walkable/bikeable linkages from existing parks to surrounding neighborhoods in areas experiencing high growth, targeted for future growth, or identified as having a deficiency in park facilities.

QL-1.1D: Coordinated Planning and Development

Coordinate planning and development of park improvements with other City or County Plans and public improvement projects to maximize public benefit.

QL-1.1E: Parkland Dedication

Provide for adequate open space and recreational parks, using the Parks and Recreation Service Areas Map as a guide.

QL-1.1F: Advisory Boards

Continue to support the work of the City's Parks and Recreation Advisory Board, the Douglass Center Advisory Board, and the Cemetery Board in their efforts to consider and recommend improvements to parks and recreation facilities, lands, and programs; the Douglass Center; and Sunrise and Sunset

Cemeteries, respectively, and to make recommendations on these items to the City Commission.

Guiding Principle QL-2: Significant historic and cultural resources that contribute to the community's identity and history

GOAL QL-2.1: ENCOURAGE THE PRESERVATION OF HISTORIC RESOURCES

QL-2.1A: Historic Preservation/Conservation Tools

Encourage preservation and rehabilitation of such buildings, districts, and sites by the private sector with tools such as incentive programs, designation of landmark buildings and conservation districts, design review, public improvements, local environs reviews, and other tools. Tailor specific tools that address historic preservation objectives to the unique needs of specific areas. For example, conservation districts, easements, and other tools may be applied in areas that may not qualify as local historic districts due to a loss of integrity, but that retain features that contribute to the quality of the neighborhood and community or have the potential for providing significant cultural or historic information.

QL-2.1B: Barriers and Incentives

Identify and reduce barriers to historic preservation through the pursuit of financial, recognition, and related incentives to provide support and encouragement for landowners to protect, improve, and designate historically significant structures. Evaluate municipal codes in such areas as building, fire, and zoning to support historic preservation opportunities through adaptive reuse.

QL-2.1C: Resource Inventory

Develop and maintain a comprehensive inventory of buildings, districts, and sites of historical, archaeological, architectural, or cultural significance within the Manhattan Urban Area. Continue to identify and encourage designation of historically significant elements of the built and natural environment associated with important people and events, using the National Criteria for Evaluation of Historic Sites.

QL-2.1D: Historic Resources Board

Continue to support the work of the City's Historic Resources Board related to the preservation, restoration, and rehabilitation of historic properties in the City of Manhattan through the designation of Historic Sites, Structures, and Districts. Consider the recommendations of the Board on matters related to historic preservation and review projects that may affect designated historic properties.

QL-2.1E: Designated Historic Sites and Districts

Continue to protect and monitor the City's Downtown Historic District, Houston & Pierre Streets Residential Historic District, and other designated historic sites or cultural resources through the actions of the Historic Resources Board, the landmarks and historic districts designations process, and the application of the Historic Preservation Ordinance.

GOAL QL-2.2: EXPAND COMMUNITY AWARENESS OF AND SUPPORT FOR ARTS AND CULTURAL RESOURCES

QL-2.2A: Arts and Humanities Advisory Board

Continue to support the work of the City's Arts and Humanities Advisory Board in its efforts to promote and support arts and humanities in the community through recommendations to the City Commission to incorporate arts and humanities elements into Capital Improvement Program (CIP) projects or related activities, programs, and collaborations. Consider the recommendations of the Board with regard to the development of guidelines related to the selection and placement of public art and potential incentives to encourage the incorporation of public art as part of private development projects.

QL-2.2B: Resource Inventory

Develop and maintain a database of public and other significant humanities elements on publicly-owned lands within the Manhattan Urban Area, working in conjunction with the Arts and Humanities Advisory Board. Incorporate other surveys as applicable, including the Manhattan Archaeological Survey (completed by Kansas State University in 2009) and the City's survey of Manhattan's African-American cultural resources.

QL-2.2C: Arts and Cultural Facilities and Amenities

Support the many public and private arts and cultural offerings and facilities within the Manhattan Urban Area, including the Community House, Douglass Center, City Auditorium, Flint Hills Discovery Center, Sunset Zoo, Union Pacific Depot, Manhattan Arts Center, and others.

QL-2.2D: Educational and Interpretive Programs

Encourage community education efforts to facilitate a deeper understanding and appreciation for local arts and cultural resources. Solicit participation from community volunteers on research, interpretation, and other activities.

Guiding Principle QL-3: A distinctive built and natural environment that promotes a sense of place

GOAL QL-3.1: GUIDE THE APPEARANCE, SCALE, AND LOCATION OF URBAN DEVELOPMENT TO ENHANCE COMMUNITY CHARACTER AND PROTECT THE SCENIC NATURAL LANDSCAPE

QL-3.1A: Community Gateways

Encourage design within the gateway corridors of the community that creates an attractive, welcoming entrance. Enhance primary community gateways into Manhattan, such as Seth Child Road and Tuttle Creek Boulevard (US-24) from the North, K-177 from the southeast, and Fort Riley Boulevard (K-18) from the southwest, through such approaches as landscape treatments, screening, coordinated signage and lighting, exterior building materials, placement of parking, and development of community gateway design features in order to emphasize and preserve the attractive setting and appearance of the community. Discourage future strip commercial development along these corridors. Work with the Manhattan Area Chamber of Commerce to develop coordinated corridor branding.

QL-3.1B: Ridgelines and View Sheds

Ensure that development is carried out in a manner that avoids degrading identified view sheds and ridgeline vistas characteristic of the Manhattan Urban Area and of the surrounding Flint Hills. Take particular care to be sensitive to views of ridgelines from major roadways and community gateways.

GOAL QL-3.2: GUIDE THE QUALITY OF DEVELOPMENT WITH BUILDING AND SITE DESIGN GUIDELINES AS APPROPRIATE

QL-3.2A: Promote Development Quality

Require a high level of development quality for all new multi-family residential and non-residential development and redevelopment. Develop design standards to address issues for particular subareas of the community, where additional guidance is needed or to support the implementation of subarea plans, and the Land Use Policies contained in Chapter 3: A Coordinated and Efficient Pattern of Growth. Standards may include, but not be limited to exterior materials; building design and character; site layout, building scale, mass, and height; landscaping and screening; parking location and layout; lighting; and other factors.

QL-3.2B: Development Process / Regulatory Environment

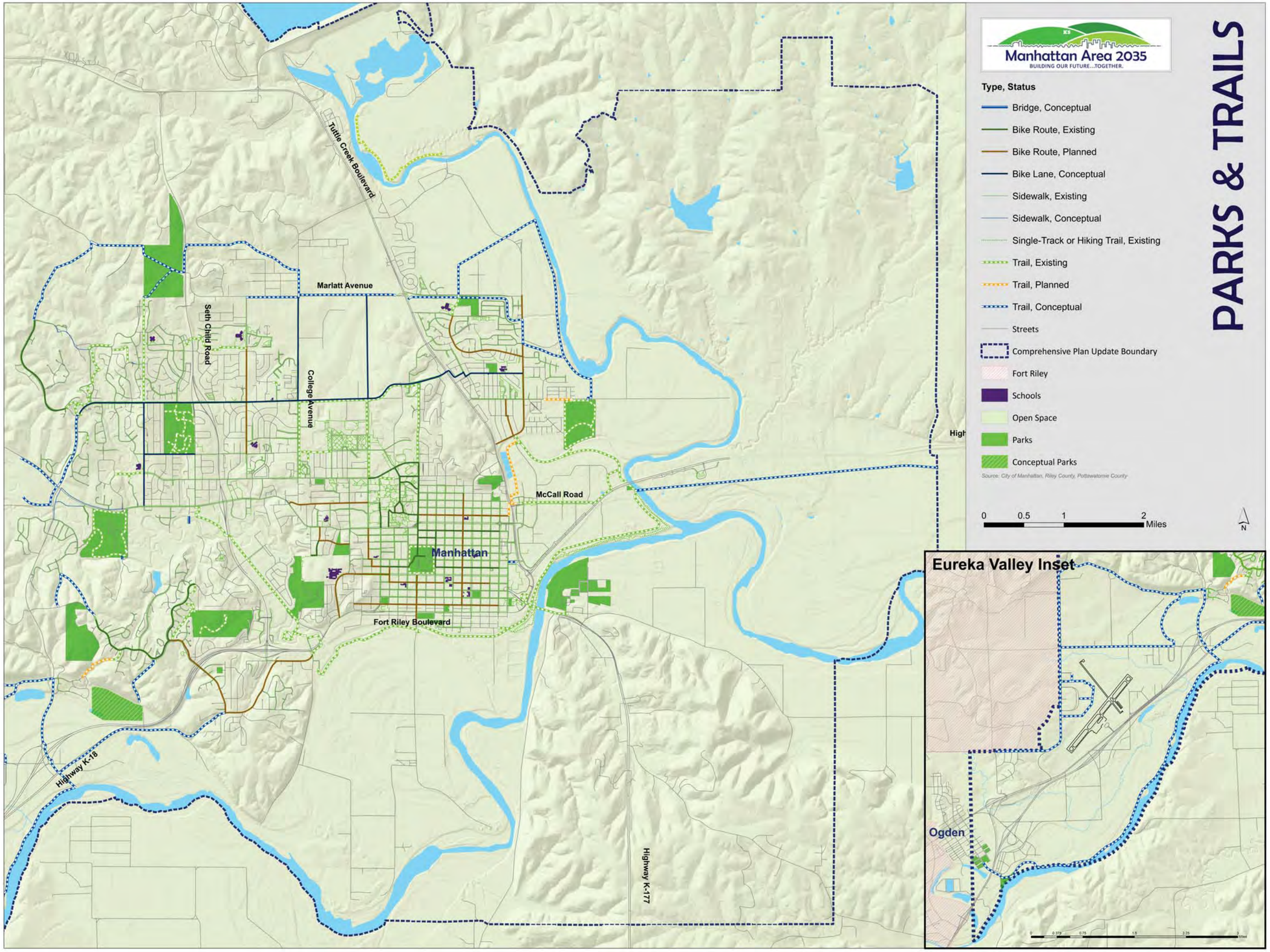
Balance the community's desire for quality and compatible design, with private property rights and individual creative expression by ensuring the development review process is fair and predictable and facilitates the construction of affordable housing. Ensure zoning and subdivision regulations are aligned with the Future Land Use map and that design guidelines and standards are clear in their intent and applicability, yet allow for some flexibility in their execution. Ensure all guidelines and regulations are consistently applied and enforced.

QL-3.2C: Encourage Innovative Design

Encourage innovative design practices that employ the creative use of sustainable building materials and construction techniques.

Parks and Trails Map

The Parks and Trails map identifies existing and planned parks, trails, sidewalks, bike routes, and sidewalks within the Planning Area. Refer to Appendix D: Trends and Forces Report for an inventory of existing facilities.


PARKS & TRAILS
Manhattan Area 2035
BUILDING OUR FUTURE...TOGETHER.
Type, Status
Bridge, Conceptual
Bike Route, Existing
Bike Route, Planned
Bike Lane, Conceptual
Sidewalk, Existing
Sidewalk, Conceptual
Single-Track or Hiking Trail, Existing
Trail, Existing
Trail, Planned
Trail, Conceptual
Streets
Comprehensive Plan Update Boundary
Fort Riley
Schools
Open Space
Parks
Conceptual Parks
Source: City of Manhattan, Riley County, Pottawatomie County
0 0.5 1 2 Miles
N
Tuttle Creek Boulevard
Marlatt Avenue
Seth Child Road
College Avenue
McCall Road
Manhattan
Fort Riley Boulevard
Highway K-18
Highway K-177
Eureka Valley Inset
Ogden

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Parks and Recreation Service Areas Map

The Parks and Recreation Service Areas Map identify service areas for the following types of facilities:

- Urban Parks
- Open Space – Pocket Park
- Neighborhood/Community Park
- School Grounds (Neighborhood Park)

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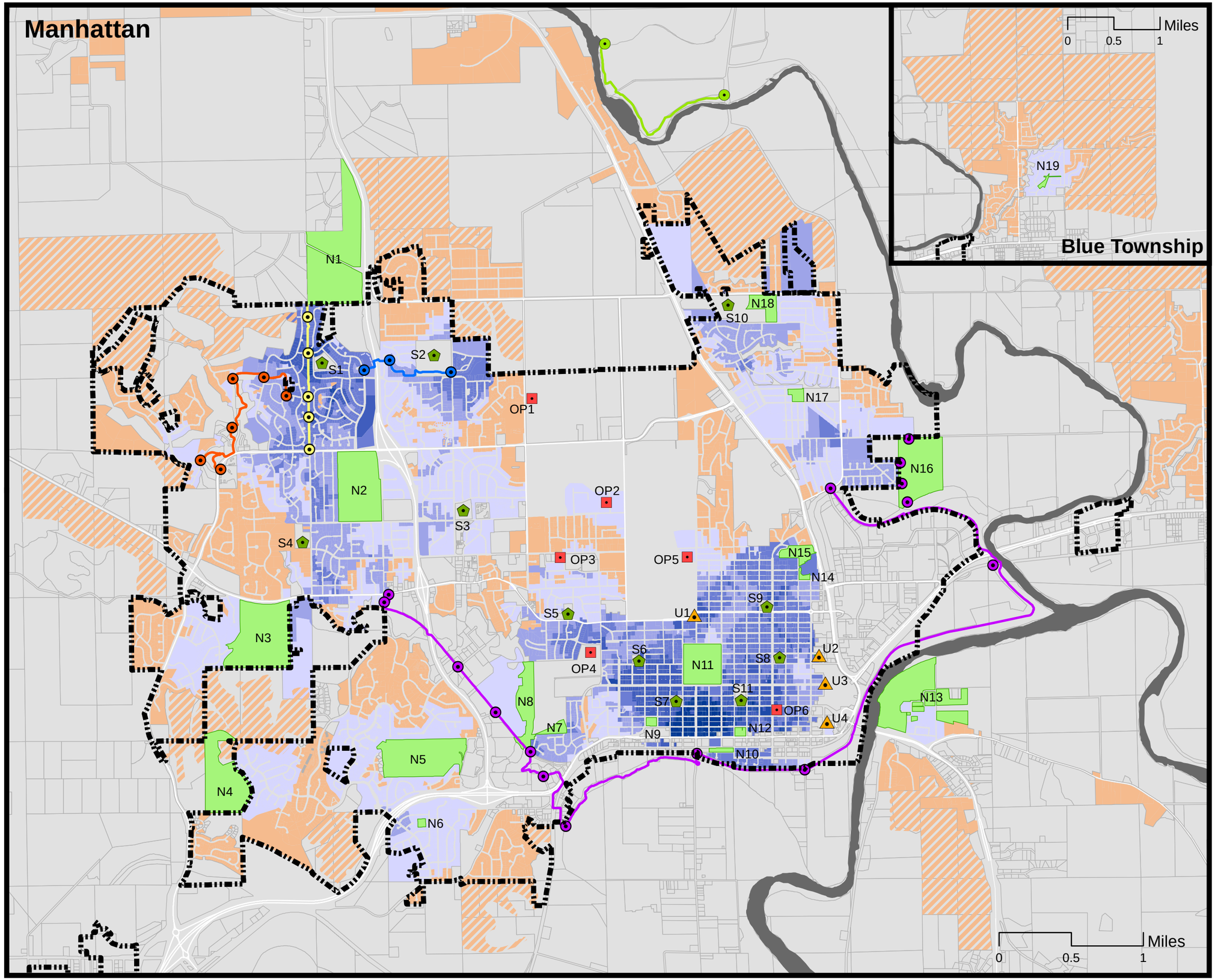
Parks & Recreation Service Areas



Urban Parks: 1/8 mile service area

- U1 Triangle
- U2 3rd St & Osage St. Pockets
- U3 Mall Fountain
- U4 Blue Earth Plaza

Open Space - Pocket Park: 1/4 mile service area

- OP1 Snowbird
- OP2 Jardine Apts
- OP3 Pioneer
- OP4 Girl Scout
- OP5 Campus Creek
- OP6 Colorado

Trail: 1/2 mile service area

- Grand Mere Trail Access
- Hudson Trail Access
- Linear Trail Access
- Susan B Anthony Trail Access
- Western Heritage Trail Access

Neighborhood/Community Park: 1/2 mile service area

- N1 Washington Marlatt
- N2 CiCo
- N3 Frank Anneberg
- N4 Lee Mill Heights
- N5 Warner
- N6 Stagg Hill
- N7 Sunset Neighborhood
- N8 Wildcat Creek Linear
- N9 Long's
- N10 Sojourner Truth
- N11 City
- N12 Douglass
- N13 Fairmont
- N14 Goodnow
- N15 Bluemont Hill
- N16 Northeast Community
- N17 Northview
- N18 Eisenhower Complex
- N19 Timber Creek

School Grounds (Neighborhood Park): 1/2 mile service area

- S1 Bergman
- S2 Anthony
- S3 Marlatt
- S4 Arnold
- S5 Lee
- S6 Eugene
- S7 Roosevelt
- S8 Wilson
- S9 Bluemont
- S10 Eisenhower
- S11 Manhattan High

Future Residential* Non-Residential

Recreational Amenities in Service Area**: 0 1 2 3 4 5 6

City Boundary

* Excludes Rural Residential parcels as defined in Future Land Use Map.

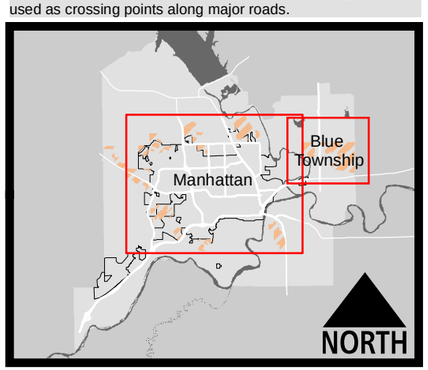
** Includes Trails, Urban Parks, Open Space, Neighborhood Parks & Community Parks. Community Parks are assigned a 1/2 mile service area.

Approximate Number of Residences within Recreational Service Area (Out of 27,170* total residences).

Trails	Urban	Open Space	Neighborhood
3,985	307	3,811**	16,979**

* Including Residences in the Comprehensive Plan Boundary
** K-State Residence Halls & Jardine Apts included

Includes Trails, Urban Parks, Undeveloped Open Space Parks, Developed Natural Area Parks, Neighborhood Parks, & Community Parks. Service areas were assigned per NRPA standards where applicable. A network dataset was created using sidewalks & trails. Where sidewalks were missing, streets (KDOT function classes Local & Minor Collector only) were used as fillers. Intersections with pedestrian signals were used as crossing points along major roads.



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Related Plans and Policy Documents

The following previously developed documents may or may not have been formally adopted as a part of the Comprehensive Plan; however they provide important background information and policy direction with regard to parks, historic preservation, development quality, and other quality of life considerations. Refer to Appendix B: Related Plans and Policy Documents for additional information on each plan and links to the full documents.

- Parks and Recreation Strategic Facility Improvement Plan (In Progress)
- Riley County Community Needs Assessment (2014)
- African American Cultural Resources Survey (2012)
- Manhattan Archaeological Survey: Phases I and II (2009)
- National Register Multiple Property Documentation Forms: Late 19th and Early 20th Century Residential Resources; Late 19th Century Vernacular Stone Houses (2006)
- Cultural Resources Survey: Wards 1 and 2 (2004)
- Strategic Park Plan (1999)
- Linear Park Master Plan, Phase II (1998)
- Fairmont Park Master Plan (1997)
- Comprehensive Parks Master Plan (1992)

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Chapter 10: A Strong, Diversified Economic Base

For related guiding principles, goals, and policies, refer to: Chapter 3: A Coordinated and Efficient Pattern of Growth; Chapter 9: An Active Community Recognized for its Quality of Life and Strong Sense of Place.

Background and Intent

The Manhattan Urban Area's economy has historically been dominated by the government sector, with the large employment base provided by Fort Riley, the School District, and Kansas State University. While these entities will continue to play an important role in the area's economy, the City and Counties continue to seek greater diversity in employment opportunities for area residents to include a variety of jobs, a balanced mix of housing options, cultural amenities, and services that make a positive contribution to the community.

Together, the City and Counties will facilitate employment and commercial development opportunities that provide a variety of jobs and services to residents, support the retention and expansion of local businesses, and that expand the economic base. The City and Counties will work with area partners to attract new local, national, and global employers to the Manhattan Urban Area by continuing to promote the community's unique Flint Hills setting, quality of life amenities, diverse lifestyle options, and educational and research resources. The City and Counties will continue to coordinate with Fort Riley, Kansas State University, and other major institutions and employers to plan for future growth and fluctuations, as needed. This focus should be on diversifying the region's economy with more private primary employment.

Promoting a strong, diversified economic base within the Manhattan Urban Area and surrounding region is based on the following guiding principles:

- Strengthen the Manhattan Area's Role in the Regional, National, and Global Marketplace
- Expanded Economic Diversity and Stability

The goals and policies in this chapter, in conjunction with the supporting policy documents identified at the end of this chapter and other goals and policies contained in this Plan, should be used to support ongoing economic development efforts by the Manhattan Area Chamber of Commerce, the Pottawatomie County

Economic Development Corporation, the Flint Hills Economic Development District, and other partners in the region.

Guiding Principles, Goals, and Policies (EC)

Guiding Principle EC-1: Strengthen the Manhattan Urban Area's Role in the Regional, National, and Global Marketplace

GOAL EC-1: PROMOTE THE MANHATTAN URBAN AREA'S ROLE AS A CENTER FOR ECONOMIC, EDUCATIONAL, SPECIALIZED RESEARCH, HEALTH CARE, SOCIAL, AND CULTURAL ACTIVITIES

EC-1.1A: Designate Appropriate Locations for Employment Uses

Designate appropriate areas for employment uses that have convenient access to rail, air, or highway facilities to minimize the necessity for intra-city movement of goods. Encourage the development of existing and new technological/industrial sites to provide growth opportunities for current and future employers in the community.

EC-1.1B: Land Use Conflicts

Consider the long-term effects of individual land use approvals. To the maximum extent feasible, avoid approving uses (e.g., single-family residential) in areas designated as Industrial, Office/Research, or Service Commercial on the Future Land Use map that may limit the viability of existing or planned employment centers in the future.

EC-1.1C: Industrial Land Availability

Maintain an adequate supply of both finished sites and raw land suitable for commercial, technological, and industrial development, in a range of sizes and locations to accommodate a variety of businesses. Coordinate with economic development organizations throughout the region to monitor supply and demand considerations with respect to available land and unique needs.

EC-1.1D: Jobs / Housing Balance

Maintain a mix of residential, industrial, and commercial land uses to promote a land use balance that creates employment and housing opportunities and generates sufficient revenues to pay for the cost of public facilities and infrastructure needed to serve the community.

EC-1.1E: Quality of Life Initiatives

Continue to work with community organizations and the private sector to support historic preservation, parks and recreation, cultural amenities, arts programs, and other initiatives that enhance the quality of life, preserve our heritage, contribute to local tourism, and strengthen the economic health of the community.

EC 1.1F: Regional Partnerships

Continue to coordinate with Fort Riley, Kansas State University, and other major institutions and employers to plan for future growth and population fluctuations and collaborate on joint planning initiatives.

EC-1.1G: Downtown Manhattan

Continue to strengthen and promote Downtown Manhattan as the primary business, office, governmental, and cultural center for the region. Provide opportunities for businesses, landowners, and the public sector to rehabilitate, redevelop, and revitalize the Downtown. Increase housing options in and adjacent to Downtown for retirees, young adults, and others seeking an active, urban lifestyle. Support the implementation of public wireless access and other infrastructure needs as they evolve.

EC-1.1H: Regional Retail

Provide opportunities for larger-scale commercial developments along major corridors to serve the Manhattan Urban Area and the surrounding region.

Guiding Principle EC-2: Expanded Economic Diversity and Stability

GOAL EC-2: PROVIDE A WIDE RANGE OF EMPLOYMENT OPPORTUNITIES FOR CURRENT CITIZENS AND FUTURE GENERATIONS

EC-2.1A: Diversified Economic Base

Support the maintenance and expansion of a diversified employment base within the Manhattan Urban Area, reflecting manpower and labor force capabilities and emphasizing the expansion of technological and related industries in the local, national, and global marketplace. Support the retention and expansion of existing businesses in the local economy where consistent with the policies of the Comprehensive Plan. This focus should be on diversifying the region's economy with more private sector primary employment.

EC-2.1B: Specialized Industry

Promote land uses in the manufacturing, scientific, professional, specialized industrial service, and education and specialized training sectors that can take advantage of the unique opportunities offered by the presence of Fort Riley, Kansas State University and its Global Food Systems Initiative, the Animal Health Corridor, and NBAF, to attract new capital and promote the creation of primary sector market wage jobs.

EC-2.1C: Encourage Home Occupations and Cottage Industries

Encourage home-based, information technology based, entrepreneurial, and other non-traditional business models—such as "pop up" vendors, business incubators for start-ups, and other "cottage" industries.

EC-2.1D: Knowledge-Based Economy

Plan for additional economic development and placemaking initiatives that can utilize unique local assets and enhance existing quality of life amenities as a means to help attract and retain talent—especially young, knowledge-based talent.

EC-2.1E: Coordination and Public/Private Partnerships

Coordinate with local businesses and foster public/private partnerships to help promote economic development within the Manhattan Urban Area and region.

Related Plans and Policy Documents

The following previously developed documents may or may not have been formally adopted as a part of the Comprehensive Plan; however they provide important background information and policy direction with regard to economic development considerations. Refer to Appendix B: Related Plans and Policy Documents for additional information on each plan and links to the full documents.

- City of Manhattan Economic Development Policy (2002, revised 2010, 2014)
- New Horizon: Education, Entrepreneurship and Environment in the Flint Hills (2013)
- Advance Pottawatomie County (2013)
- Riley County Economic Development Strategic Plan (2011)

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Chapter 11: Special Planning Area Policies

Introduction

This section provides supplemental policy guidance for ten Special Planning Areas within the Manhattan Urban Area:

- Aggieville-Campus Edge District Plan (2005)
- Downtown Manhattan
- K-177/Gateway Corridor;
- West Anderson Corridor;
- West of Scenic Drive;
- Miller Parkway Corridor;
- Eureka Valley/Highway K-18 Corridor;
- Blue Township/East US-24 Corridor;
- West US-24 Corridor;
- Blue River Valley; and
- North Campus Corridor (to be added following master plan completion).

These areas warrant a more specific level of policy direction to guide future growth and protect the unique characteristics of each area. Policies for each of these areas are intended to be applied in conjunction with the broader goals and policies for the Manhattan Urban Area that are outlined in Chapters 3 through 10, and applicable district or area-specific plans, as adopted.

Aggieville-Campus Edge (A)

Background and Intent

The Aggieville-Campus Edge District Plan serves as a supplement to the Manhattan Urban Area Plan. The Plan supports complementary and sustainable land use patterns, urban design, circulation, and economic and social services by focusing on conditions unique and specific to the District.

Policies

A-1: Subareas Focus

The Aggieville-Campus Edge District Plan establishes three subareas:

- ***Aggieville Commercial District:*** The intent for the subarea is to maintain its historic boundaries and unique character while creating a cohesive business district design which consists of a continuous street wall of private development built to the front of the property line with generous sidewalks and complementary landscaping. Mixed development including pedestrian friendly business, offices, multi-family housing, and additional parking infrastructure will continue to be encouraged.
- ***Campus Edge Neighborhood:*** The Plan continues to support the creation of a five-block high density residential development area along North Manhattan Avenue and north of the alley north of Bluemont Avenue. Most of this five-block area is designated as Urban Core Residential on the Future Land Use map.
- ***Bluemont/Aggieville Corridor:*** The Plan continues to support the creation of a new two-block gateway corridor along both sides of Bluemont, between N. Manhattan and N. 11th Street, by expanding neighborhood commercial uses, including mixed-use housing and pedestrian-friendly businesses. High density housing around the outer edge of the District is encouraged.

A-2: Livable Neighborhoods/ Unique Identity

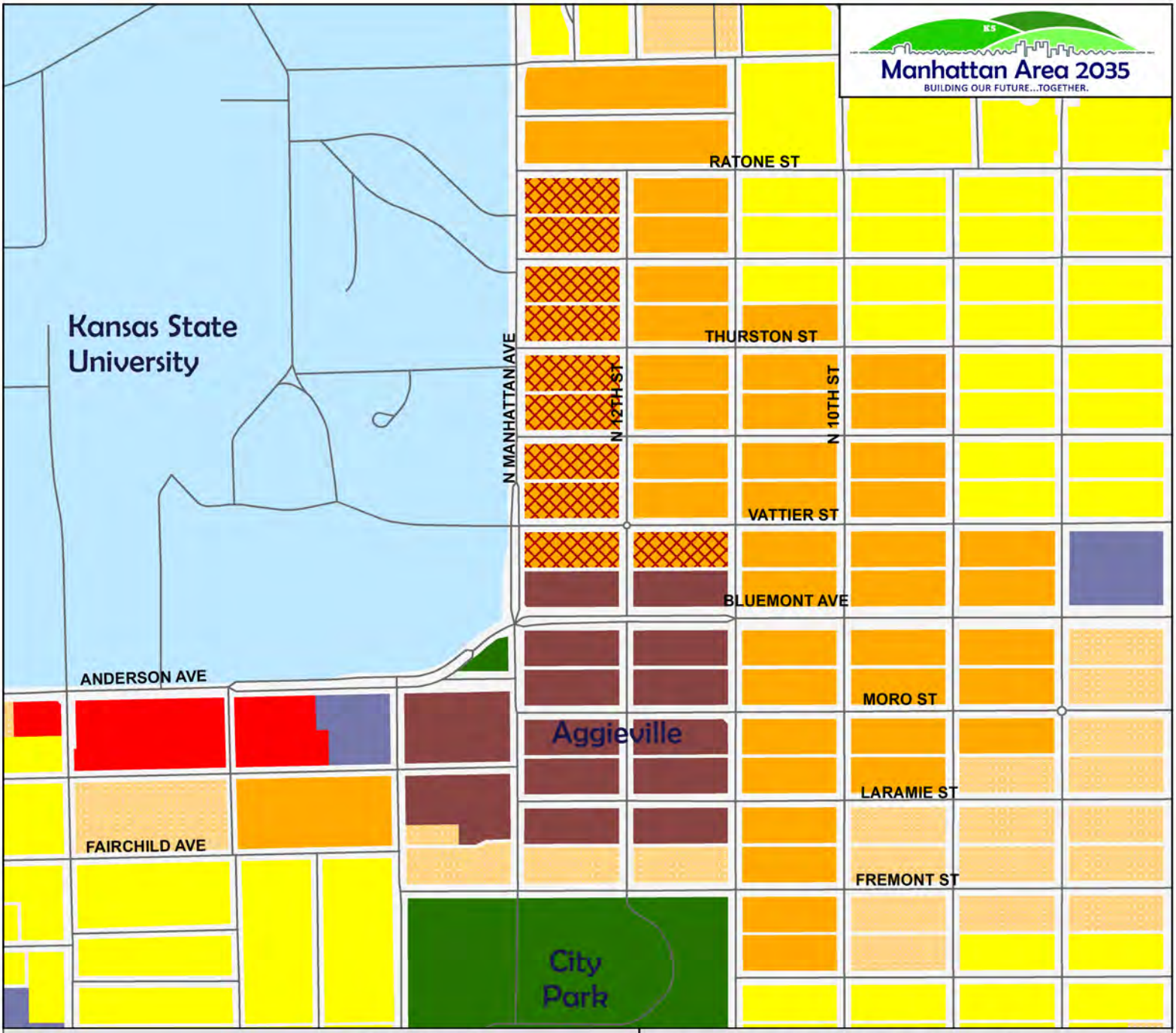
Diverse housing stock, including mixed-use development with inviting streetscape and appealing architecture and façades will be encouraged. Additional housing opportunities should be promoted within the Campus Edge area to provide further housing options for students and others who wish to reside in the area. To increase the livability in the Aggieville-Campus Edge District, and comprehensively address issues unique to traditional neighborhoods, amendments to the Building and Site Design Standards should be considered. Additionally, to promote consistency among zoning and the Plan, the Multi-Family Redevelopment Overlay District should be adjusted to provide additional flexibility in design.

A-3: Economy

To foster a viable commercial district, mixed-use development, employment and business opportunities should be encouraged. Additionally, public – private partnerships should be considered for appropriate projects, such as an Aggieville parking garage and potential redevelopment of surface parking lots.

A-4: Mobility

Walkability and multi-modal access into and throughout the Aggieville-Campus Edge District will be encouraged. The most significant node in the District is where Bluemont and North Manhattan Avenues merge. This area contains the highest volume of pedestrians, bicyclists and vehicles. In an effort to create pedestrian and bicycle-friendly neighborhoods and public transportation, it is recommended that a Gateway and Streetscape Improvement Program be developed.



Residential

- Urban Core Residential
- Residential High Density
- Residential Low to Medium Density
- Residential Medium to High Density
- Rural Residential
- Future Master Plan Area *
- Potential Growth Area (contingent upon preparation of a detailed plan for circulation and infrastructure provision)

Commercial/Mixed Use

- Future Community Commercial Center
- Future Neighborhood Commercial Center
- Central Core District
- Community Commercial
- Neighborhood Commercial

Industrial/Office

- Service Commercial
- Industrial
- Office-Research Park

Public/Institutional

- Kansas State University
- Parks and Recreation
- Public/Semi-Public
- Preserved Open Space
- Environmentally-Sensitive Areas**
- Special Floodway Overflow Area ***
- Agriculture
- Flood Hazard Area (Floodway and 1993 Event)****
- Wetlands and Streams
- Comprehensive Plan Boundary
- Manhattan City Boundary
- County Line
- Urban Service Area Boundary
- Potential Future Urban Service Area
- Blue Township Urban Growth Area

0 0.1 0.2 Miles

N

FUTURE LAND USE

Aggieville - Campus Edge

Locator Map

** Note: Master plan underway for this area; land uses to be refined as new information becomes available.*

*** Environmentally Sensitive Areas are areas identified in previous Comprehensive Plan efforts, consisting of steep slopes (>20%) and riparian corridors; and natural areas of the high priority for preservation identified by the Northern Flint Hills Audubon Society.*

**** Special Floodway Overflow Area: This area is proposed to be Preserved Open Space and has been identified as part of a series of recommendations to protect the levee and bridges from being overtopped by flood events. Strategies to ensure the permanent protection of these areas will be identified as part of the Manhattan Urban Area Comprehensive Plan Update process.*

***** Flood Hazard Areas include designated FEMA floodway and areas innundated during the 1993 Flood Event where new development would be prohibited.*

Source: City of Manhattan, Riley County, Pottawatomie County

Downtown Manhattan (DT)

Background and Intent

The community's long term goal of achieving the continued stability and vitality of Downtown Manhattan as the regional commercial, office, governmental, and cultural center for the Manhattan Urban Area will continue to drive ongoing planning efforts. These efforts, and additional specific policies, are outlined in the adopted Downtown Tomorrow Redevelopment Plan.

Policies

DT-1: Reinforce the Role of the Downtown

Continue to reinforce the role of the Downtown area by making Downtown more accessible; supporting a variety of uses and activities as the focal point of the community; and promoting redevelopment of underutilized lands at the periphery of the Downtown area.

DT-2: Historic Preservation

Encourage continued public and private efforts for redevelopment, revitalization, restoration, and preservation projects in the Downtown area.

DT-3: Promote Appropriate Infill and Redevelopment

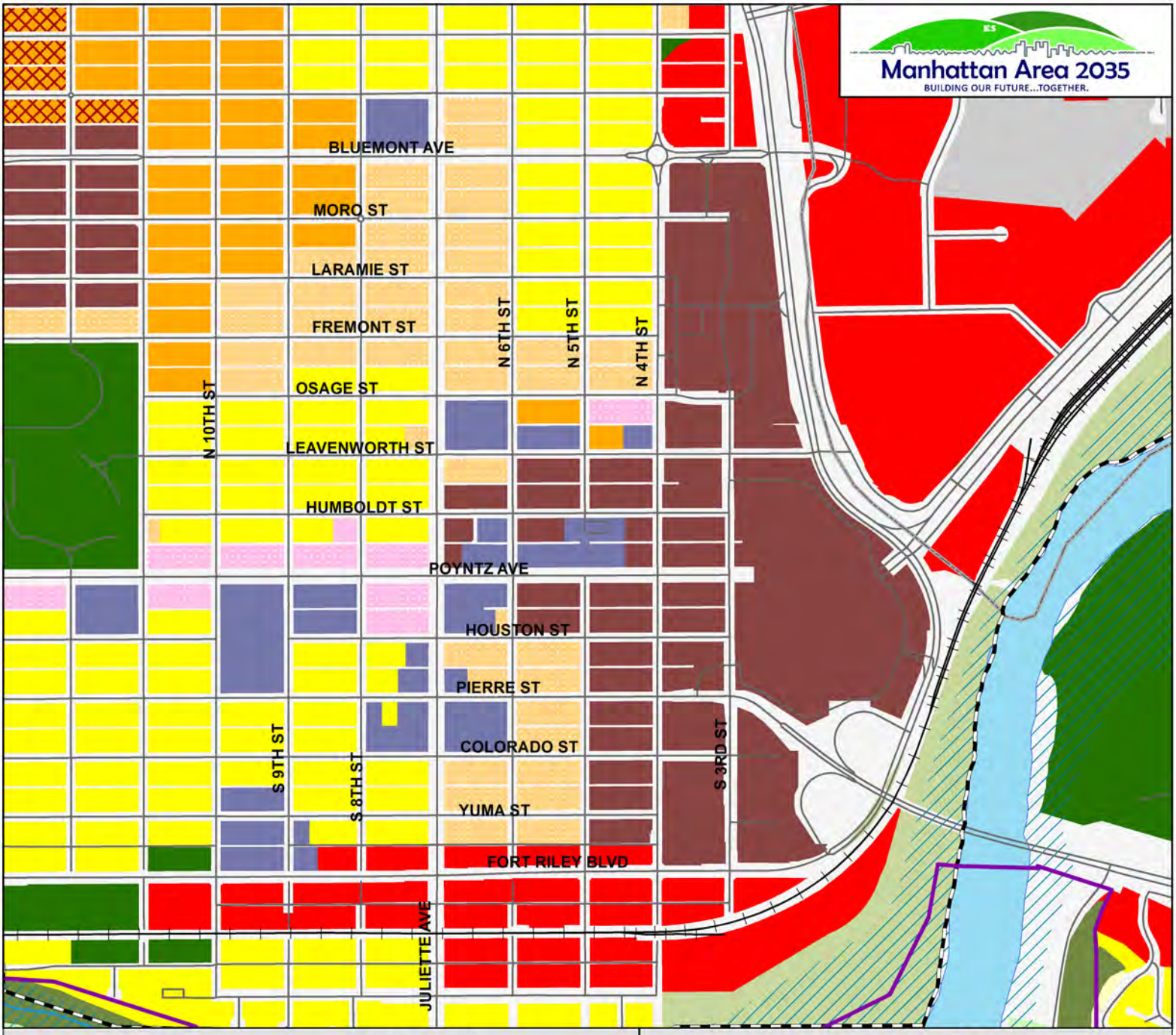
Encourage residential, commercial, office, and mixed-use infill and redevelopment within the Downtown area, as identified in the Downtown Tomorrow Plan. Consider development of design standards to maintain and enhance the Downtown area's character.

DT-4: Housing

Continue to seek opportunities to expand the range of housing options in Downtown through targeted infill and redevelopment. Surface parking lots, underutilized sites, and obsolete buildings at the periphery offer a range of options.

DT-5: Future McCall Road Estension/North 4th Street Redevelopment Area

Encourage higher intensity infill and redevelopment east of 4th Street, north of Bluemont Avenue, west of Tuttle Creek Boulevard, and just south of Goodnow Park in conjunction with the future extension of McCall Road. Ensure future development in this area is compatible with the proposed roadway alignment.



Residential

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- Future Master Plan Area *
- Potential Growth Area (contingent upon preparation of a detailed plan for circulation and infrastructure provision)

Commercial/Mixed Use

- Future Community Commercial Center
- Future Neighborhood Commercial Center
- Central Core District
- Community Commercial
- Neighborhood Commercial

Industrial/Office

- Service Commercial
- Industrial
- Office-Research Park

Public/Institutional

- Kansas State University
- Parks and Recreation
- Public/Semi-Public
- Preserved Open Space
- Environmentally-Sensitive Areas**
- Special Floodway Overflow Area ***
- Agriculture
- Flood Hazard Area (Floodway and 1993 Event)****
- Wetlands and Streams
- Comprehensive Plan Boundary
- Manhattan City Boundary
- County Line
- Urban Service Area Boundary
- Potential Future Urban Service Area
- Blue Township Urban Growth Area

0 0.15 0.3 Miles

N

FUTURE LAND USE
Downtown Manhattan

Locator Map

** Note: Master plan underway for this area; land uses to be refined as new information becomes available.*

*** Environmentally Sensitive Areas are areas identified in previous Comprehensive Plan efforts, consisting of steep slopes (>20%) and riparian corridors; and natural areas of the high priority for preservation identified by the Northern Flint Hills Audubon Society.*

**** Special Floodway Overflow Area: This area is proposed to be Preserved Open Space and has been identified as part of a series of recommendations to protect the levee and bridges from being overtopped by flood events. Strategies to ensure the permanent protection of these areas will be identified as part of the Manhattan Urban Area Comprehensive Plan Update process.*

***** Flood Hazard Areas include designated FEMA floodway and areas innundated during the 1993 Flood Event where new development would be prohibited.*

Source: City of Manhattan, Riley County, Pottawatomie County

K-177/Gateway Corridor (K-177)

Background and Intent

The City and Riley County updated and readopted the Gateway to Manhattan Plan, which identifies this Gateway as a growth area for the community, in 2011. As a first step towards the implementation of the plan, the City and Riley County jointly constructed infrastructure in the corridor to support future growth. To help leverage this public investment, the City and Riley County will support a land use pattern for the K-177/Gateway Area that is consistent with the Gateway to Manhattan Plan, with new commercial uses focused along K-177 and residential development on either side. The scenic quality of the corridor, including views of the surrounding hillsides from K-177 and other roadways, will be protected.

POLICIES

G-1: Protection of Natural Features

Design development in a manner that is sensitive to the area's natural features, including steep hillsides, native vegetation, riparian corridors, streams, and wetlands.

G-2: View Corridor Protection

Protect significant view sheds identified by the Gateway to Manhattan Plan in accordance with adopted standards for the corridor. Design development within the corridor in a manner that protects these views and relates to the surrounding landscape, considering the appearance of development both as it is viewed from within the corridor and how it impacts views looking out and across the hillsides of the Gateway area.

G-3: Development Quality

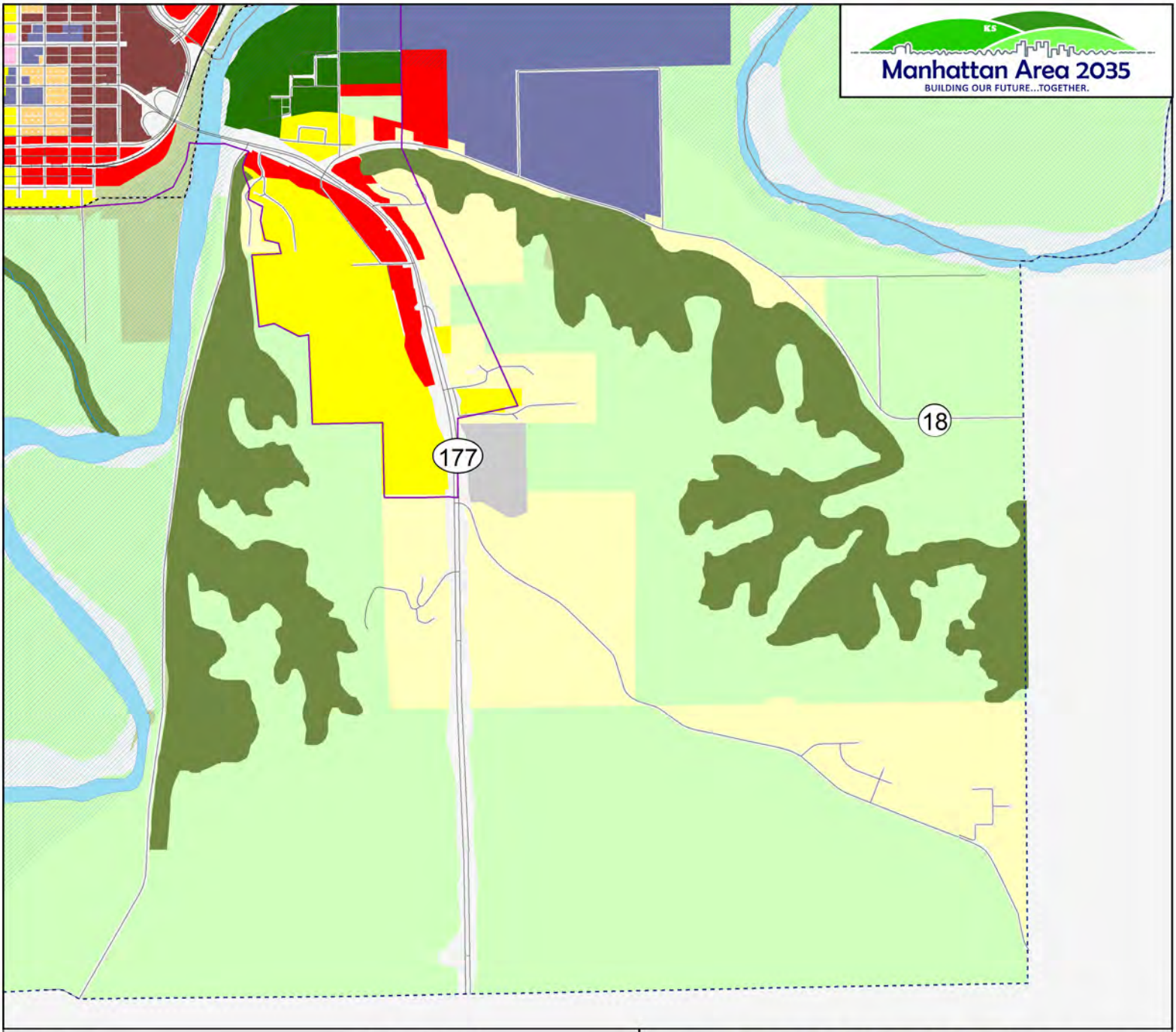
Require high quality development in accordance with adopted standards for the corridor, which address land uses and locations, architectural materials and design, signage, parking landscaping, site design practices, and buffering and access.

G-4: Leveraging Available Infrastructure

Support higher intensity uses in accordance with the Gateway to Manhattan Plan to help leverage the City and County's initial investment in infrastructure to serve the area. Continue to explore opportunities to expand secondary infrastructure needed for the area to reach its full development potential.

G-5: Multi-modal Connectivity

Continue to explore and implement opportunities to enhance multi-modal connections between the K-177/Gateway Area and the rest of the Planning Area.



Residential

- Urban Core Residential
- Residential High Density
- Residential Low to Medium Density
- Residential Medium to High Density
- Rural Residential
- Future Master Plan Area *
- Potential Growth Area (contingent upon preparation of a detailed plan for circulation and infrastructure provision)

Commercial/Mixed Use

- Future Community Commercial Center
- Future Neighborhood Commercial Center
- Central Core District
- Community Commercial
- Neighborhood Commercial

Industrial/Office

- Service Commercial
- Industrial
- Office-Research Park

Public/Institutional

- Kansas State University
- Parks and Recreation
- Public/Semi-Public
- Preserved Open Space
- Environmentally-Sensitive Areas**
- Special Floodway Overflow Area ***
- Agriculture
- Flood Hazard Area (Floodway and 1993 Event)****
- Wetlands and Streams
- Comprehensive Plan Boundary
- Manhattan City Boundary
- County Line
- Urban Service Area Boundary
- Potential Future Urban Service Area
- Blue Township Urban Growth Area

0 0.5 1 Miles

N

FUTURE LAND USE

K-177 / Gateway Corridor

Locator Map

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Source: City of Manhattan, Riley County, Pottawatomie County

West Anderson Corridor (WAC)

Background and Intent

The West Anderson Corridor is contiguous to the western boundary of Manhattan and is considered as an area for potential future growth. The scenic quality of the corridor is significant, defined by the Wildcat Creek Riparian area, which bounds its southern edge and by the lush agricultural lands that extend south from Anderson Avenue to the creek. The corridor will remain primarily rural in nature within the near-term or until such time as utility services are available. To the extent possible, both the scenic quality and availability of developable land within the corridor should be preserved. As the market for growth in the corridor emerges, compatibility with Fort Riley and specific recommendations made by the 2005 Flint Hills Joint Land Use Study are a key consideration.

Policies

WAC-1: Preservation of Wildcat Creek Riparian Corridor

Design land use patterns in the Wildcat Creek Corridor to protect natural features, including steep slopes, native vegetation, riparian corridors, streams, and wetlands, in accordance with the adopted Wildcat Creek Floodplain Management Plan.

WAC-2: Future Growth Area

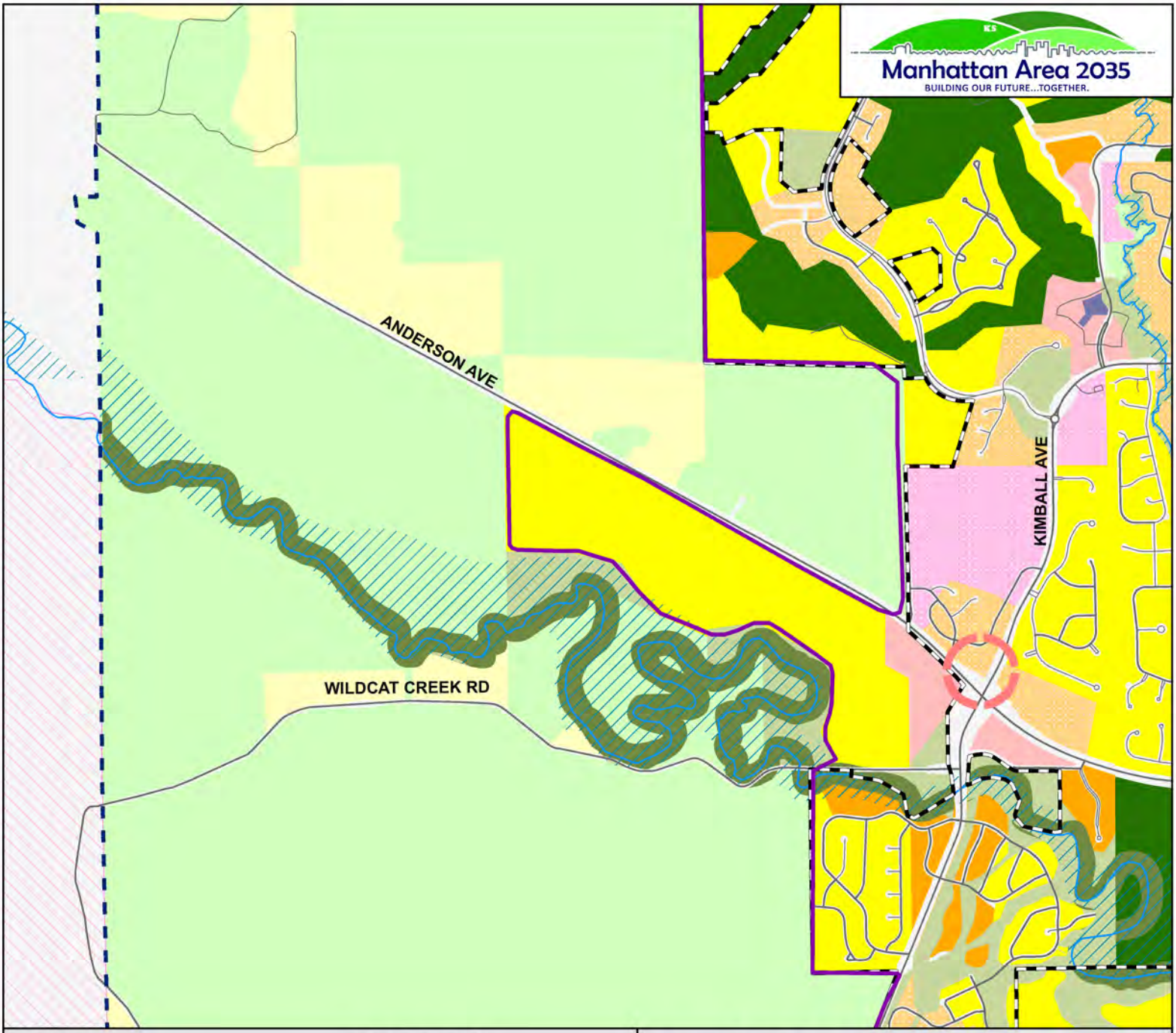
The West Anderson Corridor is identified as a potential future growth area, dependent upon the timing, and availability of infrastructure and urban services. Evaluate development proposals within the West Anderson Corridor based upon their compatibility with the area's potential for future urban development and the recommendations of the 2005 Flint Hills Joint Land Use Study. Discourage isolated parcels of development that will lead to fragmented patterns of urban development.

WAC-3: Future Neighborhood Services and Residential Development

The West Anderson Corridor provides potential for additional Neighborhood Commercial services and specialty stores in the vicinity of the Anderson Avenue – Scenic Drive intersection. Explore the provision of low to medium density housing along the south side of Anderson Avenue, transitioning to the riparian open space corridor, along Wildcat Creek.

WAC-4: Multi-modal Connectivity

As development opportunities emerge, explore and implement opportunities to enhance multi-modal connections between the West Anderson Corridor and existing multi-modal facilities in other parts of the Planning Area.



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- Flood Hazard Area (Floodway and 1993 Event)****
- Wetlands and Streams
- Comprehensive Plan Boundary
- Manhattan City Boundary
- County Line
- Urban Service Area Boundary
- Potential Future Urban Service Area
- Blue Township Urban Growth Area

0 0.3 0.6 Miles

N

FUTURE LAND USE
West Anderson Corridor

Locator Map

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Source: City of Manhattan, Riley County, Pottawatomie County

West of Scenic Drive (WS)

Background and Intent

The Flint Hills and their wooded draws, which include the Wildcat Valley, define the unincorporated area west of Scenic Drive. The area's scenic quality and close proximity to the urban services of Manhattan has spurred rural residential development in Riley County. Although this development has occurred at very low densities, and County zoning has since been changed to limit future development in the area, the visibility of roadway cuts and hilltop development has been of concern to the community. Future rural development in the area should be sensitive to the scenic quality of the area—particularly as viewed from Scenic Drive—as well as to historic and cultural resources in the area, many of which have yet to be evaluated.

Policies

WS-1: Protection of Rural Character

Ensure that development is sensitive to the past and present rural character of the area, preserving significant historic and cultural resources and the natural features, views, and vegetation of the development site.

WS-2: Protection of Views

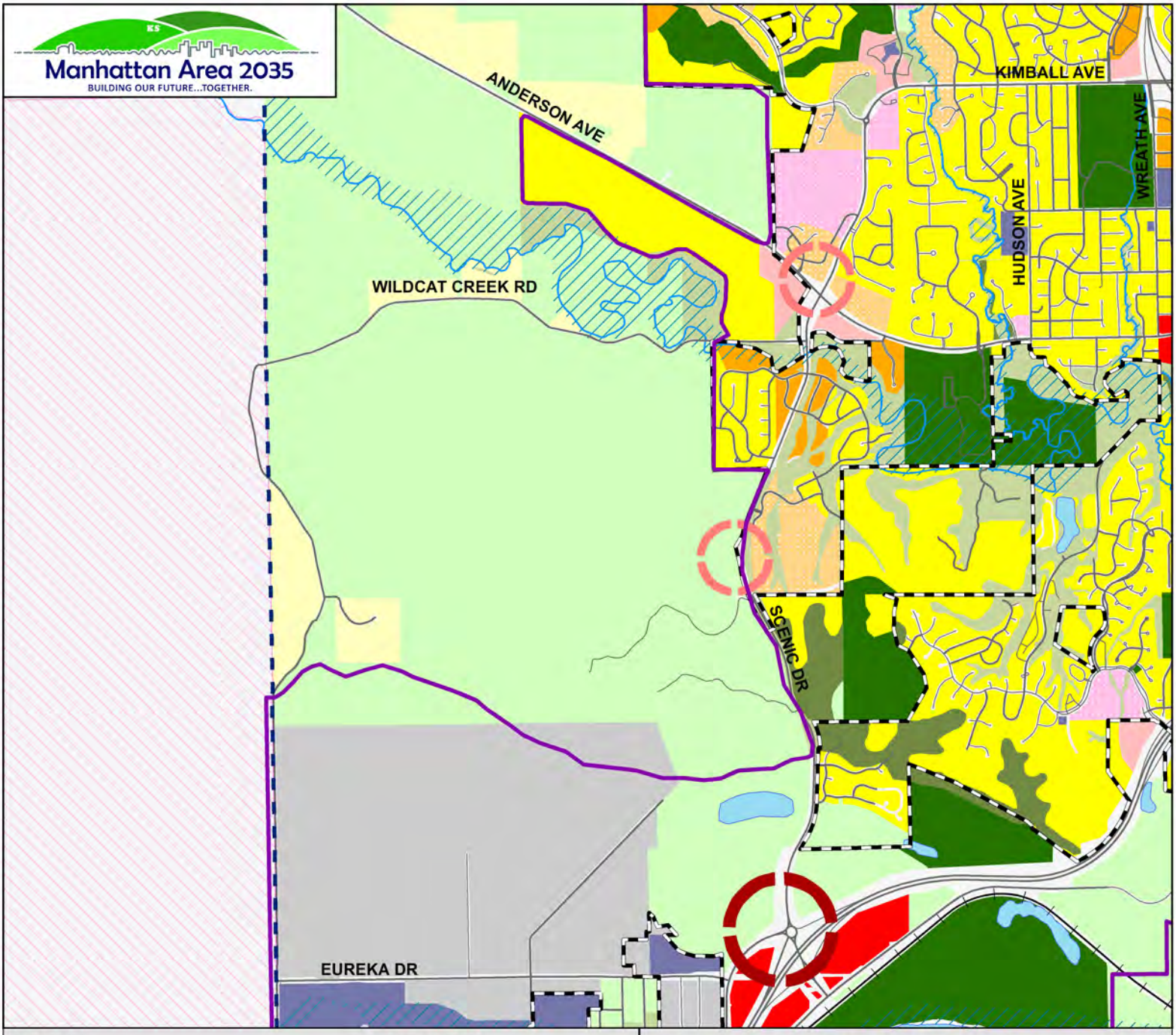
Site development to minimize its impact upon views from Scenic Drive. Structures shall not be placed directly on ridgelines and should be clustered among existing stands of vegetation. Driveways and access roads should follow the contours of slopes to minimize the visual impacts caused by the excessive removal of vegetation and earth.

WS-3: Signage

Strongly discourage Billboards and other large signs from the area along Scenic Drive as they detract from both the visual quality and the rural character.

WS-4: Protection of Historic and Cultural Resources

Support inventory of historic and cultural resources in this area prior to development and plan developments to minimize impacts on fragile and finite resources. Encourage preservation and interpretation of these resources to educate area residents and visitors and to enhance the cultural value of the region.



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- Central Core District
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- Neighborhood Commercial

Industrial/Office

- Service Commercial
- Industrial
- Office-Research Park

Public/Institutional

- Kansas State University
- Parks and Recreation
- Public/Semi-Public
- Preserved Open Space
- Environmentally-Sensitive Areas**
- Special Floodway Overflow Area ***
- Agriculture
- Flood Hazard Area (Floodway and 1993 Event)****
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- Comprehensive Plan Boundary
- Manhattan City Boundary
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- Urban Service Area Boundary
- Potential Future Urban Service Area
- Blue Township Urban Growth Area

0 0.5 1 Miles

N

FUTURE LAND USE
West of Scenic Drive

Locator Map

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Source: City of Manhattan, Riley County, Pottawatomie County

Miller Parkway Corridor (MPC)

Background and Intent

The Miller Parkway Corridor will continue to develop as a series of mixed-use neighborhoods. Development should be focused around an open space network created by the area's many natural drainages, preserving existing trees and vegetation and providing pedestrian and bicycle linkages between neighborhoods and Warner Park, Anneberg park and the new city park near the west end of Miller Parkway. The Miller Parkway Corridor will contain a variety of housing types and densities, including some higher density residential use, and will include a neighborhood commercial center.

Policies

MPC-1: Mixture of Housing Types

Include a mix of housing types and densities within the Miller Ranch residential neighborhoods.

MPC-2: Preservation of Drainage Areas

Incorporate drainage ways, wetlands, and other sensitive natural features into the overall design of neighborhoods as buffers and open space amenities.

MPC-3: Future ROW Preservation

Identify and preserve right-of-way for the future extension of Miller Parkway and Wreath Avenue on development proposals and through platting and other tools.

MPC-4: Establish a Neighborhood Commercial Center

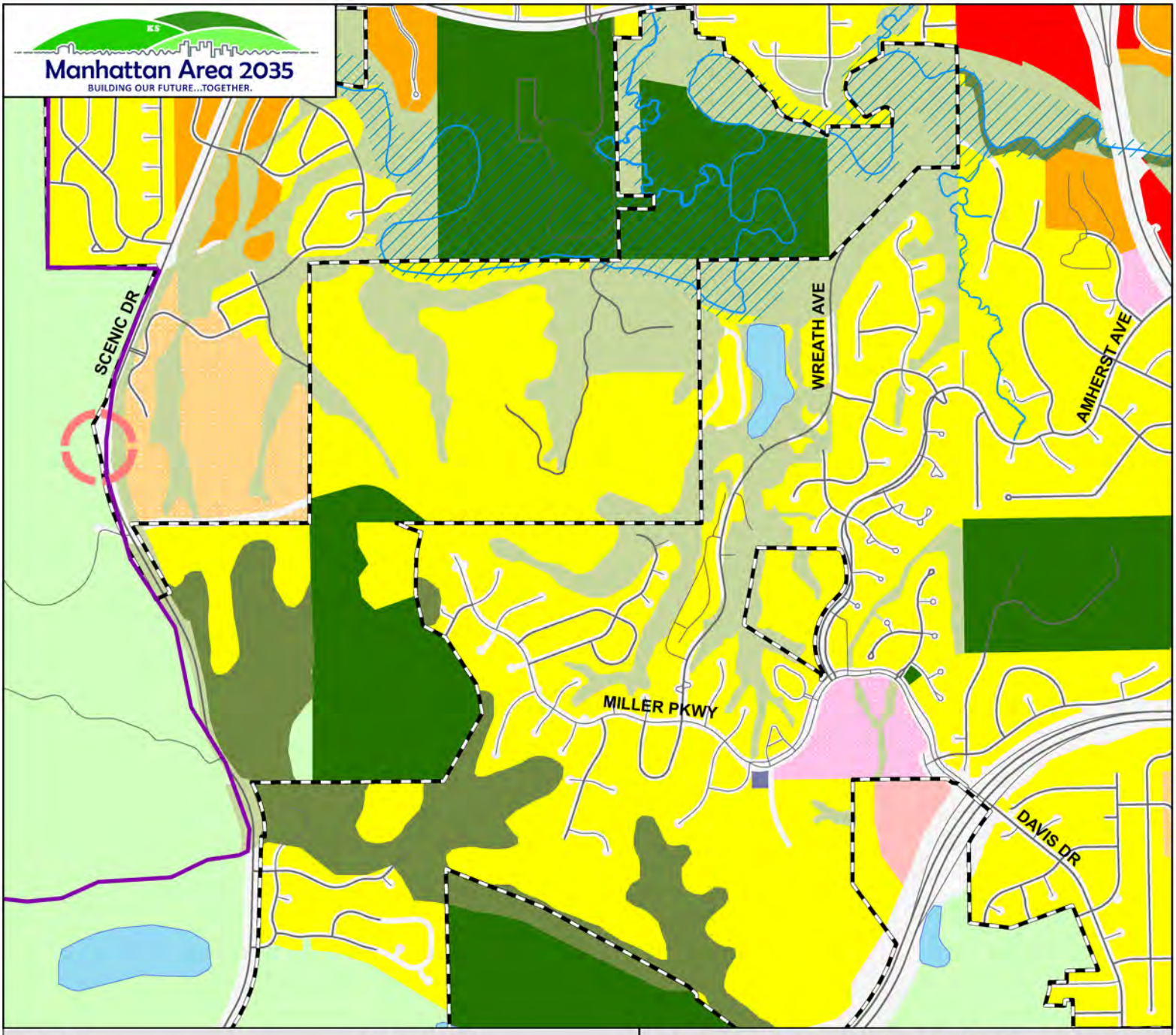
Encourage the development of a neighborhood center at the planned intersection of Miller Parkway and Scenic Drive to provide a range of services for residents of Miller Ranch and surrounding neighborhoods, and to minimize the need for cross-town trips to meet day-to-day needs.

MPC-5: Airport Airspace Regulations

Ensure development is consistent with established airspace regulations for the Manhattan Regional Airport and the Airport Master Plan.

MPC-6: Multi-modal Connectivity

Continue to explore and implement opportunities to enhance multi-modal connections both within the Miller Parkway Corridor and to the rest of the Planning Area.



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- Potential Growth Area (contingent upon preparation of a detailed plan for circulation and infrastructure provision)

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- Future Neighborhood Commercial Center
- Central Core District
- Community Commercial
- Neighborhood Commercial

Industrial/Office

- Service Commercial
- Industrial
- Office-Research Park

Public/Institutional

- Kansas State University
- Parks and Recreation
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- Preserved Open Space
- Environmentally-Sensitive Areas**
- Special Floodway Overflow Area ***
- Agriculture
- Flood Hazard Area (Floodway and 1993 Event)****
- Wetlands and Streams
- Comprehensive Plan Boundary
- Manhattan City Boundary
- County Line
- Urban Service Area Boundary
- Potential Future Urban Service Area
- Blue Township Urban Growth Area

0 0.25 0.5 Miles

N

FUTURE LAND USE

Miller Parkway Corridor

Locator Map

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Source: City of Manhattan, Riley County, Pottawatomie County

Eureka Valley-Highway K-18 Corridor (EV)

Background and Intent

The Eureka Valley will continue to grow in its role as a multi-purpose employment center for the Manhattan Urban Area to leverage economic opportunities provided by the K-18 expressway, Airport and rail access in the Eureka Valley. Service industrial and office and research uses will be encouraged to locate in targeted areas of the Valley. Commercial uses will be encouraged to locate within employment areas on a limited basis to provide basic services for employees and minimize the need for cross-town trips throughout the day. The Eureka Valley - Highway K-18 Corridor Plan (April 2013) provides a more comprehensive set of goals, objectives, action plans, and future land use recommendations for the Eureka Valley special planning area.

Policies

EV 1: Manhattan Regional Airport

Protect the long-term viability of the Manhattan Regional Airport as an economic and transportation asset. Promote land uses throughout the Eureka Valley that are compatible with the Airport Master Plan and Airport Noise and Compatibility Study.

EV 2: Street Connectivity

Support the development of a secondary collector street network to enhance access to existing and new development areas and enhanced multi-modal access within the corridor and to other destinations within the Planning Area, using the new K-18 alignment. Preserve critical rights-of-way for planned street connections within the corridor as opportunities arise to minimize the potential for future conflicts.

EV 3: Industrial and Commercial Development Growth Area

Expand the Valley's capacity to include additional industrial and employment uses and promote development that takes advantage of the unique opportunities offered by the presence of Fort Riley, Kansas State University and NBAF to attract new capital and job creation. Promote commercial uses that are scaled to serve the needs of local and regional commuters, recreational users, and employment areas within the Eureka Valley. While individual businesses may have a regional draw, promote commercial retail centers of a neighborhood or community scale.

EV 4: Environmentally Sensitive Areas

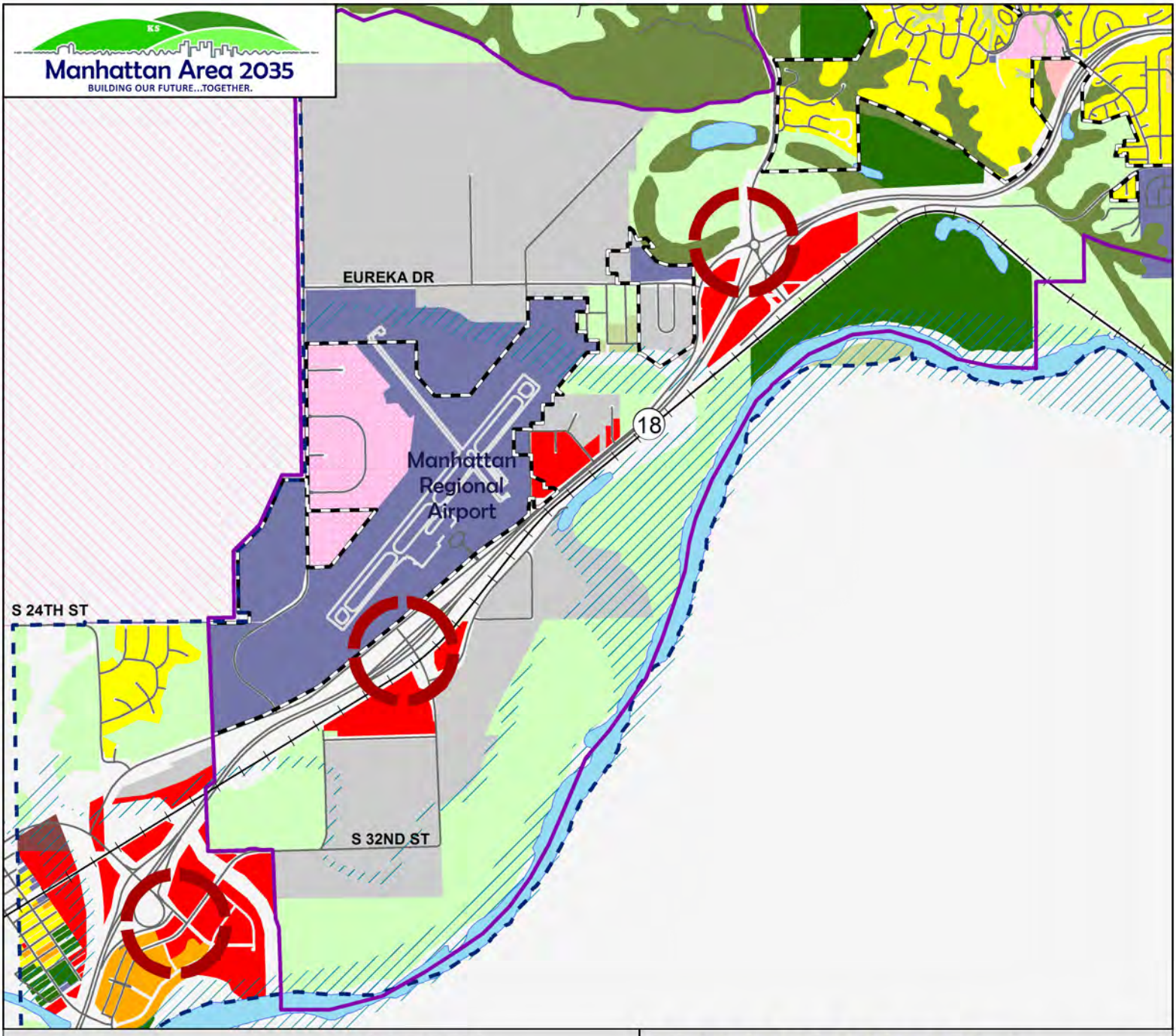
Preserve environmentally sensitive features, including wetlands, floodways, steep slopes, and riparian areas.

EV 5: Gateway Corridor Design

Enhance the Fort Riley Boulevard/K-18 Corridor leading into the community from the southwest through the implementation of the Eureka Valley-Highway K-18 Corridor Overlay, as adopted, using such approaches as landscape treatments, coordinated signage and lighting.

EV 6: Parks and Recreation

Establish an interconnected system of parks, trails and open space areas to create a framework of green infrastructure to provide opportunities for public recreation and enjoyment of the Eureka Valley.



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- Special Floodway Overflow Area ***
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- Comprehensive Plan Boundary
- Manhattan City Boundary
- County Line
- Urban Service Area Boundary
- Potential Future Urban Service Area
- Blue Township Urban Growth Area

0 0.6 1.2 Miles

N

FUTURE LAND USE

Eureka Valley - Highway K-18 Corridor

Locator Map

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Source: City of Manhattan, Riley County, Pottawatomie County

Blue Township/East US-24 Corridor (BT/US-24)

Background and Intent

The Blue Township/East US-24 Corridor will be planned and developed in a coordinated fashion, in accordance with this Comprehensive Plan, the US-24 Corridor Management Plan, and other area-specific plans, as adopted. The area is expected to serve as a significant growth area for the Manhattan Urban Area over the next ten to twenty years and beyond, providing opportunities for a mix of housing and support services located within close proximity to major employment centers in the City of Manhattan, at Kansas State University and Fort Riley, and in neighboring communities. Urban development is intended to be focused within the Blue Township Urban Growth Area, where it may be connected to public water and sanitary sewer systems. Outside of the Blue Township Urban Growth Area, residential development is presumed to remain at rural densities. Maximizing the long-term potential of the area and its sustainability over time is contingent upon a shared commitment on behalf of Pottawatomie County, the City of Manhattan, and other regional stakeholders to conduct the more detailed planning needed to identify and determine the most effective means of implementing the full spectrum of improvements needed to serve both existing and future residents. The policies below are intended to serve as a foundation for ongoing coordination and planning for the area.

Policies

BT/US-24-1: Infrastructure and Services

Ensure that a full range of facilities and services is planned and implemented to serve existing and future development within the Blue Township Urban Growth Area, including: water/wastewater/stormwater infrastructure; streets/sidewalks; parks, trails/bikeways, and recreational facilities; schools; transit; and police and fire protection. Phase improvements to minimize leap frog development and maximize efficiency as the Blue Township/East US-24 Corridor develops incrementally over time. See Appendix C for more detailed information on utility services.

BT/US-24-2: Mix of Uses—Blue Township Area

Encourage a mix of low to medium density housing types in new neighborhoods—single-family detached, duplex, and townhomes using Traditional Neighborhood Development (TND) principles. Integrate neighborhood commercial centers and institutional uses as part of individual neighborhoods to reduce the need for area residents to drive longer distances to meet their daily needs. Incorporate a mix of medium density housing types—small lot single-family, duplexes, townhomes, or fourplexes on individual lots—adjacent to or within neighborhood commercial centers, institutional uses, and other hubs of activity.

BT/US-24-3: Mix of Uses—East US-24 Corridor

Encourage future commercial growth along U.S. 24 to occur in a coordinated fashion as a series of larger “centers.” Discourage the continuation of strip development patterns, consisting of numerous individual development sites with limited connectivity and multiple highway access points. Encourage existing

residential units that abut US-24 between the Blue River and Swamp Angel Road to convert to office and light service commercial uses.

BT/US-24-4: Transportation Backbone

Establish an interconnected network of regularly spaced arterials and collectors to effectively distribute traffic generated by existing and future development and provide safe and efficient emergency access within the Blue Township/East US-24 Corridor, as well as to and from the City of Manhattan over the Blue River. Continue to explore the feasibility of extending Junietta Road west over the Blue River, to connect to Marlatt Avenue, working with the City of Manhattan, Flint Hills Metropolitan Planning Organization, Kansas Department of Transportation, and Riley County. Continue to explore capacity improvements to the US-24 corridor. Incorporate on- and off-street pedestrian and bicycle facilities to serve the area and provide strategic connections over the Blue River along US-24 and at the future Marlatt Avenue/Junietta Road extension.

BT/US-24-5: Right-of-Way Preservation

Establish a targeted right-of-way preservation strategy as part of more detailed planning efforts for the Blue Township/East US-24 Corridor to ensure critical arterial and collector alignments and connections in the future transportation network are maintained.

BT/US-24-6: Transit

Coordinate with FHATA on the potential need to extend existing fixed-route transit across the Big Blue River, as population and employment grows in the Blue Township/East US-24 Corridor.

BT/US-24-7: Natural Features

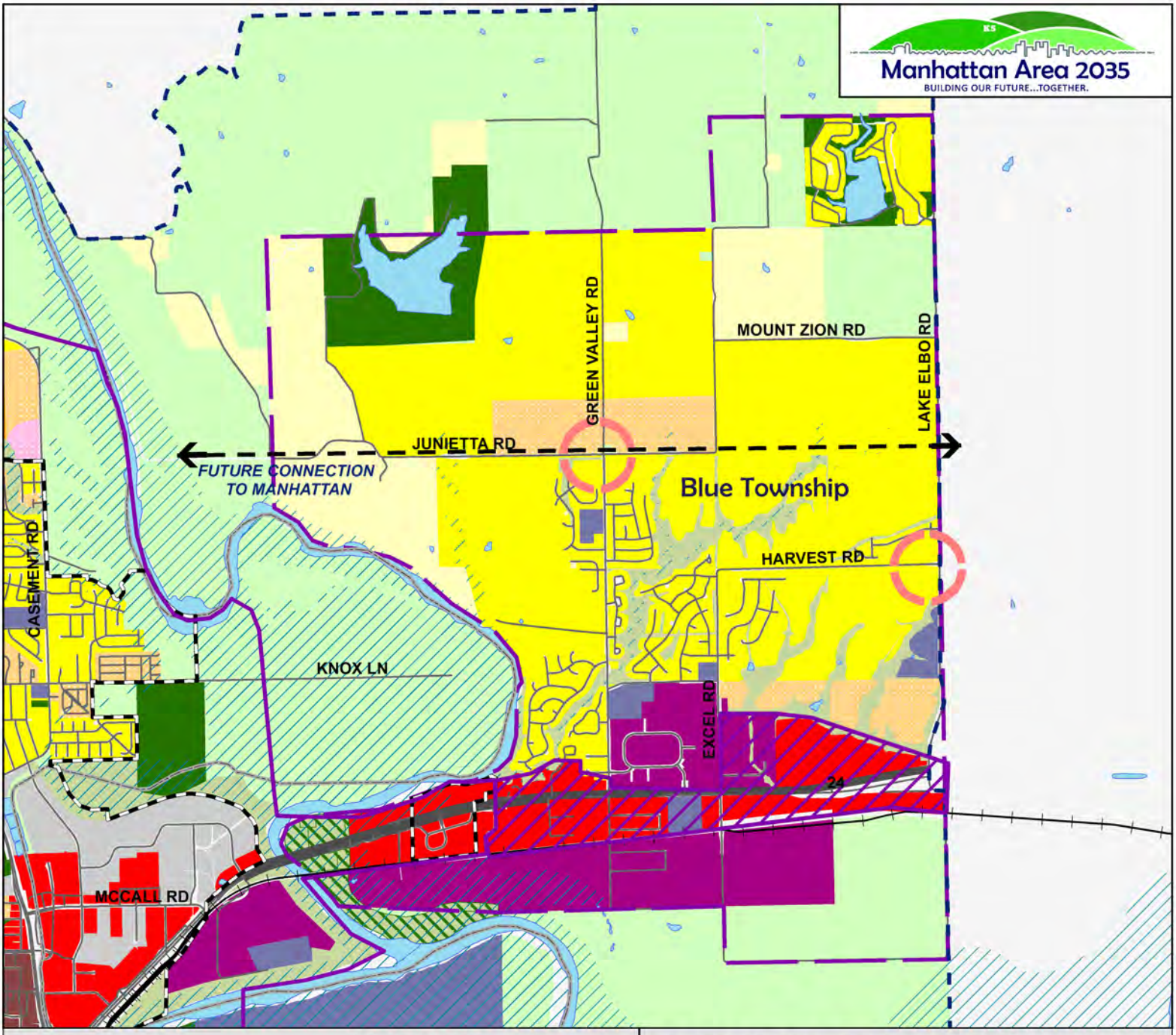
Integrate stream and drainage corridors, wooded areas, and other prominent natural features that contribute to the character of the Blue Township/US-24 Corridor as part of future development. Establish these areas as open space and trail corridors where feasible, emphasizing opportunities to provide off-street pedestrian/bicycle connections within and between individual neighborhoods and to neighborhood commercial centers, schools, and other community amenities.

BT/US-24-8: Special Floodway Overflow Area

Identify and implement strategies to preserve the Special Floodway Overflow Area identified on the east bank of the Blue River at US-24.

BT/US-24-9: Regional Coordination

Continue collaborative efforts between Pottawatomie County, Pottawatomie County Rural Water District #1, the City of Manhattan, and other stakeholders and service providers to plan and develop the Blue Township/US-24 Corridor in a coordinated fashion.



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- Blue Township Urban Growth Area

0 0.6 1.2 Miles

N

FUTURE LAND USE

Blue Township / East US-24 Corridor

Locator Map

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West US-24 Corridor (WUS-24)

Background and Intent

The West US-24 Corridor will be planned and developed in a coordinated fashion, in accordance with this Comprehensive Plan, the Riley County Vision 2025 Plan, and other area-specific plans, as adopted. The area is expected to provide a range of opportunities for manufacturing and/or research uses seeking to locate near Kansas State University and the future NBAF facility, as well as for warehousing or other uses that require larger sites than are available in other office/research parks in the Manhattan Urban Area. Some smaller-scale highway or service commercial services, including convenience stores, storage units, and construction-related activities will be encouraged to reduce the need for employees and residents in the corridor to travel into the City of Manhattan for basic needs. Growth along the West US-24 Corridor will be served by a combination of utility and service providers—Riley County, Rural Water District, and City of Manhattan—as feasible. Scattered growth outside of planned nodes will be discouraged. Future development along the West US-24 Corridor is not anticipated to be annexed into the City of Manhattan.

Policies

WUS-24-1: Mix of Uses: West US-24 Corridor

Encourage a concentration of manufacturing, research, and related industrial or service commercial uses adjacent to the Riley County Shops located at the intersection of US-24 and Marlatt Avenue. Accommodate supporting service commercial uses at the intersection of US-24 and Seth Child Road.

WUS-24-2: Potential Growth Area

Consider future development within the Potential Growth Area, as defined on the Future Land Use map, contingent upon preparation of a detailed master plan that addresses vehicular circulation—internal to the site, as well as connections to US-24 and other connection points, as appropriate; provision of water/wastewater infrastructure; stormwater drainage; relationship to existing development; and other site considerations. Properties adjacent to the highway are intended to be industrial, research, or commercial. Beyond the first tier of properties north of US-24, uses within the Potential Growth Area are intended to be primarily low-density rural residential. South of US-24, at the Seth Child Road intersection, industrial and service commercial uses similar to those planned adjacent to the Riley County Shops may be considered.

WUS-24-3: Circulation and Access

Require consolidated access points along US-24 in accordance with the Kansas Department of Transportation's (KDOT's) access management policy. Monitor development levels over time to ensure the potential need for expansion of area roadway facilities and an enhanced north-south route connecting US-24 with K-18/Fort Riley Boulevard on the south can be effectively planned and implemented, if necessary. Address pedestrian/bicycle connectivity on a site-by-site basis to promote development of a cohesive network of facilities over time.

WUS-24-4: Gateway Corridor Design

Develop design guidelines that address a range of signage, lighting, landscaping, and development siting considerations to maintain the open character of the West US-24 Corridor as an important gateway into the community from the northwest.

WUS-24-5: Infrastructure and Services

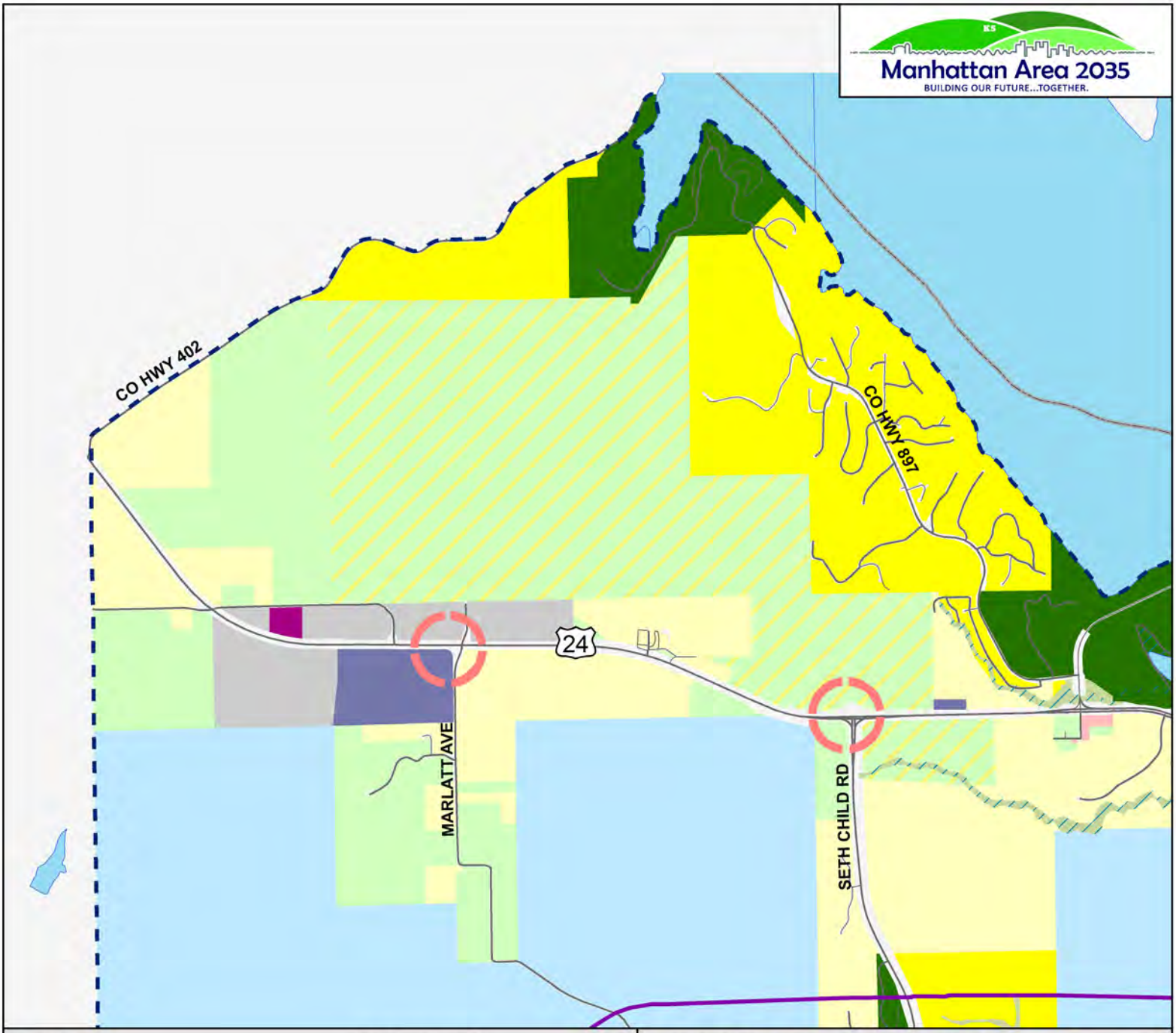
Require that intergovernmental/interlocal agreements for necessary utilities and services are in place, prior to approval of future development. See Appendix C for more detailed information on utility services.

WUS-24-6: Natural Features

Integrate stream and drainage corridors, wooded areas, and other prominent natural features that contribute to the character of the West US-24 Corridor as part of future development.

WUS-24-7: Regional Coordination

Continue collaborative efforts between Riley County, Riley County Rural Water District #1, Riley County Fire District #1, the City of Manhattan, Flint Hills Metropolitan Planning Organization (FHMPO), Fort Riley, and other stakeholders and service providers to plan and develop the West US-24 Corridor in a coordinated fashion.



FUTURE LAND USE
West US-24 Corridor

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0 0.5 1 Miles

N

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Source: City of Manhattan, Riley County, Pottawatomie County

Blue River Valley (BRV)

Background and Intent

The Blue River Valley is planned as a mixed-use residential area. The area will contain a series of low to medium density residential neighborhoods, with medium to high density residential focused adjacent to existing higher density housing along Tuttle Creek Boulevard, and along Marlatt Avenue near the intersection of Casement Road. Employment and neighborhood commercial uses should also be integrated to provide a range of employment opportunities and services for residents.

POLICIES

BRV-1: Flood Risk Protection and Management of Tuttle Creek Reservoir

The Blue River Valley below Tuttle Creek Reservoir presents unique challenges for development, due to the potential man-made flood releases, which pose a special flood hazard risk to the area, beyond the identified FEMA Floodplain. The City of Manhattan utilized the 1993 Flood event to define the acceptable level of risk, outside of which development will be promoted.

New development shall not be permitted within the Flood Hazard Area, which encompasses the area inundated by the 1993 Flood and the flood way. The Flood Hazard Area is delineated on the Future Land Use map. Reduce flood risks by following the Big Blue River Floodplain Management Plan (currently being completed by the City and Counties).

BRV-2: Mixture of Housing Types

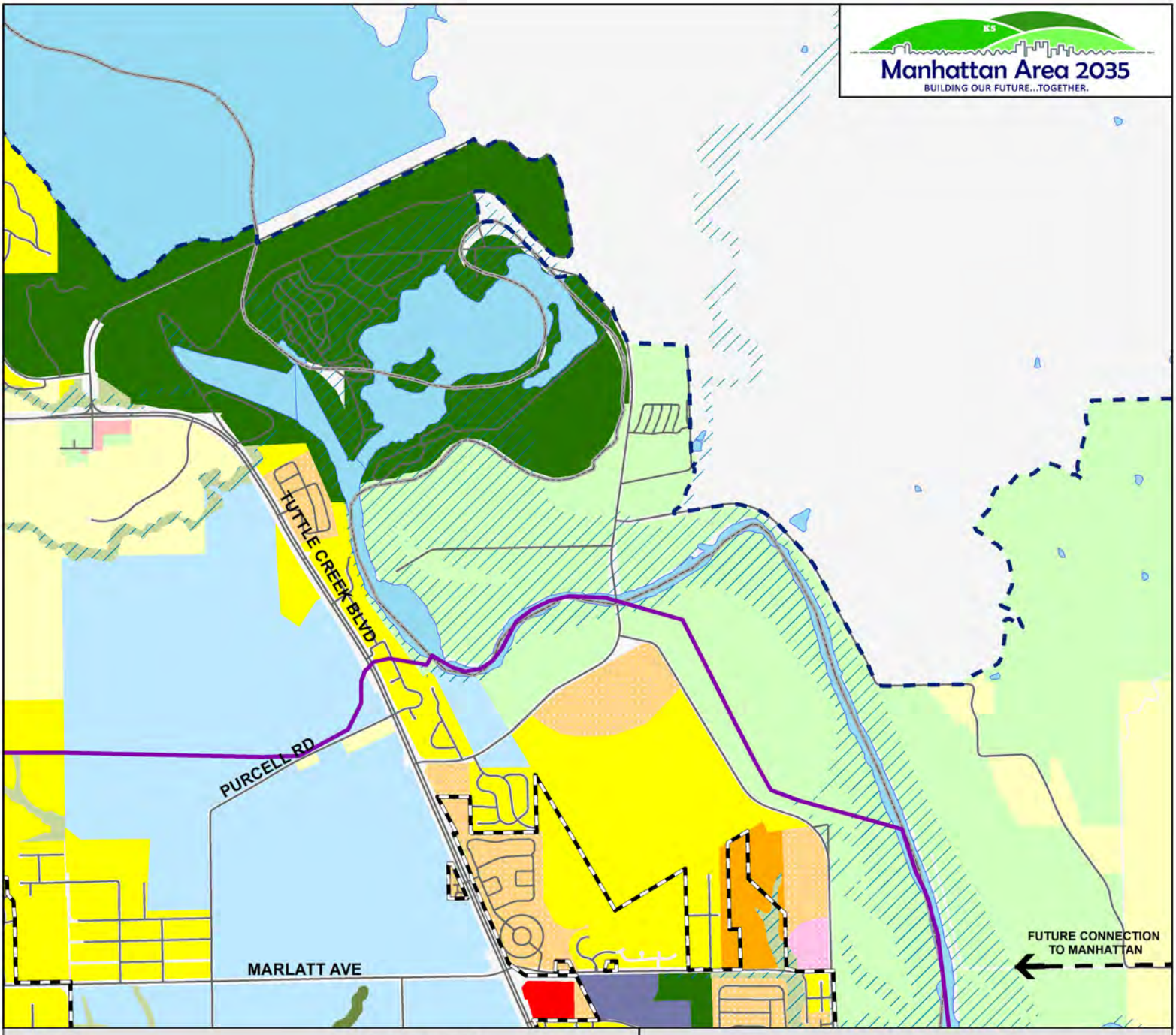
Include a variety of low to medium density housing types in residential neighborhoods. Medium to high density residential should be focused adjacent to established higher density housing along Tuttle Creek Boulevard, and along Marlatt Avenue near the intersection of Casement Road.

BRV-3: Commercial and Employment Opportunities

Strongly encourage the incorporation of employment and neighborhood or community commercial uses and focus them near the Casement/Marlatt intersection and at Tuttle Creek Boulevard and Marlatt Avenue.

BRV-4: Multi-modal Connectivity

Continue to explore and implement opportunities to provide multi-modal connections between the Blue River Valley and existing multi-modal facilities in other parts of the Planning Area.



Residential

- Urban Core Residential
- Residential High Density
- Residential Low to Medium Density
- Residential Medium to High Density
- Rural Residential
- Future Master Plan Area *
- Potential Growth Area (contingent upon preparation of a detailed plan for circulation and infrastructure provision)

Commercial/Mixed Use

- Future Community Commercial Center
- Future Neighborhood Commercial Center
- Central Core District
- Community Commercial
- Neighborhood Commercial

Industrial/Office

- Service Commercial
- Industrial
- Office-Research Park

Public/Institutional

- Kansas State University
- Parks and Recreation
- Public/Semi-Public
- Preserved Open Space
- Environmentally-Sensitive Areas**
- Special Floodway Overflow Area ***
- Agriculture
- Flood Hazard Area (Floodway and 1993 Event)****
- Wetlands and Streams
- Comprehensive Plan Boundary
- Manhattan City Boundary
- County Line
- Urban Service Area Boundary
- Potential Future Urban Service Area
- Blue Township Urban Growth Area

0 0.5 1 Miles

N

FUTURE LAND USE
Blue River Valley

Locator Map

** Note: Master plan underway for this area; land uses to be refined as new information becomes available.*

*** Environmentally Sensitive Areas are areas identified in previous Comprehensive Plan efforts, consisting of steep slopes (>20%) and riparian corridors; and natural areas of the high priority for preservation identified by the Northern Flint Hills Audubon Society.*

**** Special Floodway Overflow Area: This area is proposed to be Preserved Open Space and has been identified as part of a series of recommendations to protect the levee and bridges from being overtopped by flood events. Strategies to ensure the permanent protection of these areas will be identified as part of the Manhattan Urban Area Comprehensive Plan Update process.*

***** Flood Hazard Areas include designated FEMA floodway and areas innundated during the 1993 Flood Event where new development would be prohibited.*

Source: City of Manhattan, Riley County, Pottawatomie County

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Chapter 12: Action Plan

Overview

A key aspect of the Comprehensive Plan is how the eight key objectives will be carried out after it is adopted. This chapter recommends how the City and Counties may best implement these objectives and supporting goals and policies outlined in this Plan.

To effectively implement the goals and policies of the Comprehensive Plan, it is important to define a broad set of recommended actions as well as a set of priority initiatives. It is also necessary to determine the priority and timing of the actions so the City and Counties are able to allocate necessary resources. Moreover, routine monitoring and periodic amendments will help ensure that the Plan remains relevant. This Action Plan includes the following components:

- **Summary of Priority Initiatives:** this section outlines key priorities to help advance the community's vision in the immediate future and focus Plan implementation efforts on actions that will have the most impact.
- **Action Plan Matrix**: this matrix contains a comprehensive list of recommended actions to help support the implementation of each of the eight key objectives. The Matrix lists each of the actions required to implement the Plan, and indicates the relative priority of actions.

The Action Plan identifies a number of areas where the City and Counties' development regulations will need to be reviewed and revised as necessary, in order to be consistent with the goals and policies of the Comprehensive Plan. These regulations include each jurisdiction's zoning and subdivision regulations, roadway standards, and development review procedures. Revisions to development regulations and standards should be undertaken soon after adoption of the Comprehensive Plan, since the recommendations and policies contained in the Plan generally are advisory in nature and are most often implemented through various regulations and standards.

The Comprehensive Plan also identifies a number of strategies that will be carried out during day-to-day policy decisions made by the planning staff, Planning Boards, City Commission, and Boards of County Commissioners. These elected and appointed officials will continually make decisions regarding development proposals and plan amendments within the Manhattan Urban Area. The Comprehensive Plan serves to guide such policy decisions that will occur throughout the life of the Plan, and should be closely coordinated with the City and Counties' Capital Improvements Programs.

Summary of Priority Initiatives

The Action Plan identifies five priority initiatives to help advance the community's vision in the immediate future (1-2 years) and to focus Comprehensive Plan implementation efforts. Efforts to advance these initiatives are already underway in several cases and several of the initiatives are overlapping in their scope and intent. A brief explanation of each priority initiative is provided below and are not listed in any particular order of importance. Additional detail regarding each initiative is provided in the Action Plan matrix.

1. Update Zoning and Development Regulations to Implement Key Plan Concepts and Promote Increased Predictability in the Development Review Process

In order for the growth and development framework outlined in this Comprehensive Plan to be effective, development regulations must be consistent with the goals and policies of the Plan. The Action Plan matrix identifies several specific changes to zoning and development regulations that need to be addressed to implement several key Plan concepts. These include:

- Rezoning of expanded High Density Residential area west of the KSU campus;
- Establishment of a new Urban Core Residential (UCR) District and design standards to address density, building design, lot coverage, parking requirements, and other considerations as needed;
- Revisions to the boundary and standards for the M-FRO District east of the KSU campus to ensure compatibility with the Future Land Use map and to provide additional flexibility for infill and redevelopment; Rezoning designated residential areas east of City Park to promote stabilization and ensure compatibility with Comprehensive Plan; and
- Establish a mixed-use zoning district to provide an alternative to the Planned Unit Development process.

In conjunction with the targeted updates noted above, a more comprehensive review of the City and Counties' zoning and development regulations should be conducted to identify potential barriers to Plan implementation and opportunities to streamline the development review process to the extent feasible. Additionally, ongoing coordination between City and County development review and approval processes will be essential in outlying areas of the Planning Area.

2. Conduct More Detailed Planning for the Blue Township Urban Growth Area

One of the major changes contained in this Plan update is a significant increase in growth in the Blue Township/East US-24 Corridor. This area contains a significant amount of the region's developable land supply, and is particularly well suited for residential development. While this area has seen substantial residential growth in recent years, infrastructure capacity is limited, and significant investments will be needed to accommodate the amount of development anticipated by this Plan. Growth in the area has occurred in an incremental way, without the benefit of an

overall coordinated plan for the area.

Accordingly, one of the key aspects of this Action Plan is the development of a detailed Area Plan for the Blue Township/East US-24 Corridor to more clearly define desired land use patterns, and to identify specific needs related to transportation systems and other infrastructure and services, and other quality of life amenities—water/wastewater/storm water infrastructure; streets/sidewalks; parks, trails/bikeways, and recreational facilities; schools; transit; and police and fire protection. This effort will need to consider the anticipated phasing/timing of development in concert with planning for water and sewer, transportation facilities, parks and trails, and other requirements.

This effort will also need to explore a range of financing options, such as benefit districts, excise taxes or impact fees, and identify the best combination of approaches that will support the implementation of necessary infrastructure and services to serve the area over time through an accompanying Capital Improvement Plan.

3. Continue to Promote the Revitalization of the Central Core District

Over the past 10 years, change in the Central Core District, which includes both Downtown Manhattan and Aggieville, has been impressive. Downtown has seen an array of new housing and commercial development; and significant activity in the redevelopment area. This Action Plan recommends that the City continue to work with its public and private partners to encourage redevelopment of the commercial core. It also recommends that the Downtown Redevelopment Plan be updated to identify expanded opportunities on the periphery of the Downtown core area.

4. Continue to Focus on Workforce and Affordable Housing

An important recurring theme throughout the preparation of the Comprehensive Plan update is the need for housing that is affordable to the region's workforce, as well as to meet the needs of the area's changing demographics. This includes a focus on housing for our growing senior population as well as expected growth in single-person households for professionals as well as increasing numbers of students. This Action Plan suggests a number of strategies to address this need, including:

- Review Zoning and Subdivision Regulations to determine if there are any barriers to achieving a mixture of housing types and densities in residential neighborhoods;
- Review, coordinate and streamline City and County development review and approval processes to the extent feasible, to increase predictability and efficiency and to reduce housing and development costs; and
- Continue to encourage the construction of affordable housing by working with private landowners to identify and maintain a range of available sites for affordable housing in the Planning Area; working with non-profit organizations and developers to increase supply of affordable housing; and providing incentives for the development of affordable housing.

5. Promote the Revitalization of Underutilized Areas

The Plan places an increased emphasis on encouraging the revitalization and/or redevelopment of underutilized areas over time to take advantage of existing infrastructure and promote the efficient use of available land. To support continued revitalization the Plan recommends that one or more mixed-use zone districts be developed to provide an alternative to the Planned Unit Development process for creative mixed-use developments. In addition, it recommends consideration of incentives to promote the adaptive reuse or redevelopment of underutilized sites (e.g., density or height bonuses, reduced on-site parking) that would be available either through the Planned Unit Development process or as part of a new mixed-use zone district as described above.

Action Plan Matrix

The Action Plan Matrix, below, provides a detailed list of the actions needed to implement each of the Comprehensive Plan's key objectives and accompanying guiding principles. The matrix indicates the type of actions that will be required to implement the goals and policies, and the priority of the actions to be initiated. City and County staff and planning officials will need to update this matrix on an annual basis, or as necessary, to keep the responsibilities and actions current.

The "**Priority**" column lists four possible time frames for implementing actions: (**1**) - **Immediate Priority**, to be implemented with adoption of the Plan or shortly thereafter. (**2**) - **High Priority**, to be initiated as soon as possible and completed within one to two years after Plan adoption. (**3**) - **Moderate Priority**, to be completed within three to five years after Plan adoption. (**O**) - **Ongoing**, are actions that occur continually.

Table 10: Action Plan

Guiding Principle/Action	Lead/Partners	Priority
3: A COORDINATED AND EFFICIENT PATTERN OF GROWTH		
GUIDING PRINCIPLE GM-1: SUSTAINABLE USE OF LAND, INFRASTRUCTURE AND SERVICES, AND NATURAL RESOURCES		
Utilize identified criteria for the Urban Service Area to: • Review and adjust boundaries on a periodic basis (annually/as needed); and • Direct the timing of development in identified growth areas based on the criteria outlined in policy GM-1.1C.	**Lead:** City Community Development, Riley County Planning and Development, Pottawatomie County Zoning **Involve:** Manhattan Urban Area Planning Board, City Commission, Riley and Pottawatomie Boards of County Commissioners, Riley County Planning Board, Pottawatomie County Planning Commission	O
Continue to coordinate efforts to manage rural development located outside the Urban Service Area by: • Reviewing and revising Intergovernmental Agreements with Rural Service Districts as needed; and • Reviewing areas for future expansion outside of the Urban Service Area on a periodic basis.	**Lead:** City Community Development, Riley County Planning and Development, Pottawatomie County Zoning **Involve:** City Commission, Riley and Pottawatomie Boards of County Commissioners, Rural Service Districts	O
Develop an annexation plan for areas in the Counties that are identified as suitable for urban growth, particularly areas that will need utilities from the City for development (e.g., Eureka Valley- Highway K-18 Gateway Corridor).	**Lead:** City Community Development **Involve:** County Planning and Zoning Departments, City Commission, Boards of County Commissioners	2
GUIDING PRINCIPLE GM-2: A BALANCED MIX OF LAND USES TO MEET THE NEEDS OF CURRENT AND FUTURE GENERATIONS		
RESIDENTIAL LAND USES		
Develop new Zoning Regulations and Design Standards to address density, building design, lot coverage, parking requirements, and other considerations as needed to implement the new Urban Core Residential (UCR) District.	**Lead:** City Planning Division **Involve:** Manhattan Urban Planning Board, City Commission, and stakeholders	1
Review and revise boundary and design standards for the M-FRO District to ensure compatibility with the Future Land Use map and to provide additional flexibility for infill and redevelopment.	**Lead:** City Community Development **Involve:** Manhattan Urban Area Planning Board, City Commission, and stakeholders	1-2

Guiding Principle/Action	Lead/Partners	Priority
Finalize the boundary and down zone the residential area east of City Park identified on the Future Land Use map to facilitate increased stabilization of this neighborhood.	**Lead:** City Community Development **Involve:** Manhattan Urban Area Planning Board, City Commission, and stakeholders	2
COMMERCIAL/MIXED-USE LAND USES		
Consider establishing one or more mixed-use zone districts to provide an alternative to the Planned Unit Development process for creative mixed-use developments.	**Lead:** City Community Development **Involve:** Manhattan Urban Area Planning Board, City Commission, Development Community	2
Explore a range of incentives to promote the adaptive reuse or redevelopment of underutilized sites (e.g., density or height bonuses, reduced on-site parking) that would be available either through the Planned Unit Development process or as part of a new mixed-use zone district as described above.	**Lead:** City Community Development **Involve:** Manhattan Urban Area Planning Board, City Commission, Development Community	2
EMPLOYMENT LAND USES		
Continue to develop and implement site layout and architectural design standards for Office/Research Park and Industrial development, including completion of Corridor Overlay Standards.	**Lead:** City Community Development, Riley County Planning and Development **Involve:** Manhattan Urban Planning Board, City Commission, Riley County BOCC, Riley County Planning Board	2
Review and revise Zoning Regulations and the Zoning map, as may be necessary, to align Comprehensive Plan policies and Future Land Use map changes for Office/Research Park and Industrial development, including zoning map changes to reflect Future Land Use changes along the West US-24 Corridor and ensure (throughout the Planning Area) that the long-term potential of designated employment areas is not precluded by the approval of potentially incompatible uses in the interim.	**Lead:** City Community Development, Riley County Planning and Development **Involve:** Manhattan Urban Area Planning Board, City Commission, Riley County BOCC, Riley County Planning Board	2
4: PRESERVE AND ENHANCE NATURAL RESOURCES AND PROMOTE RESILIENCY		
GUIDING PRINCIPLE NRE-1: CONSERVATION OF ENVIRONMENTALLY SENSITIVE AREAS		
Restrict development within identified environmentally sensitive areas and natural hazard areas by implementing regulations that: 1) identify and codify the location of these areas; 2) provide a higher level of floodplain protection; and 3) include criteria that prevent development from occurring in identified areas such as steep slopes and flood ways.	**Lead:** City Community Development, City Public Works, County Planning and Zoning Departments **Involve:** Manhattan Urban Planning Board, City Commission, Riley and Pottawatomie County BOCC, Riley County Planning Board, Pottawatomie County Planning Commission	2

Guiding Principle/Action	Lead/Partners	Priority
GUIDING PRINCIPLE NRE-2: A CONNECTED, CONTINUOUS, AND PERMANENT NETWORK OF "GREEN INFRASTRUCTURE"		
Continue to facilitate the creation of continuous, permanent, system of open space corridors by: • Establishing open space dedication requirements for private development; • Creating an open space acquisition and improvement fund; and • Continuing to use conservation easements and other private sector tools for Environmentally Sensitive Areas and open space preservation.	**Lead:** City Community Development, City Parks and Recreation, Riley County Parks Division **Involve:** Manhattan Urban Area Planning Board, City Commission, Riley County Planning Board, Pottawatomie County Planning Commission, Riley and Pottawatomie County BOCC, City Parks and Recreation Advisory Board and Riley County Park Advisory Board.	3
GUIDING PRINCIPLE NRE-3: A SAFER AND MORE RESILIENT COMMUNITY		
Continue to update and implement the Regional Multi-Jurisdiction Hazard Mitigation Plans for Riley and Pottawatomie County.	**Lead:** Riley and Pottawatomie County Emergency Management Departments **Involve:** Riley County Police Department, Manhattan Fire Department, Fire Protection Districts	O
5: EFFICIENT USE AND EXPANSION OF PUBLIC FACILITIES AND SERVICES		
GUIDING PRINCIPLE PFS-1: MAKE EFFICIENT USE OF PUBLIC RESOURCES BY LOCATING FACILITIES AND PROVIDING SERVICES IN AREAS PLANNED FOR FUTURE GROWTH		
Develop a Capital Facilities Plan and financing mechanisms for the planning, construction, and maintenance of infrastructure needed to serve the Blue Township Urban Growth Area.	**Lead:** Pottawatomie County Public Works and Zoning, Pottawatomie BOCC **Involve:** Flint Hills MPO	2
Continue to explore the use of benefit districts and other financing mechanisms to implement the secondary infrastructure in the K-177 Corridor needed to leverage initial City and Riley County investment.	**Lead:** Riley County Public Works, Riley County Planning and Development, City Community Development **Involve:** Manhattan Urban Area Planning Board, City Commission, Riley County BOCC, Riley County Planning Board	2
GUIDING PRINCIPLE PFS-2: EQUITABLY DISTRIBUTE THE COST FOR URBAN SERVICES OVER THE AREAS THAT ENJOY THE BENEFIT OF SUCH SERVICES AND AMONG THOSE ENTITIES RESPONSIBLE FOR EXTENDING SUCH SERVICES		
Continue to explore opportunities, costs, benefits and coordination issues associated with becoming a regional utility provider.	**Lead:** City Public Works Department, City Manager's Office **Involve:** City Community Development, Service Districts	O
Expand the applicability of relevant construction and property maintenance codes and inspections to areas that may be annexed in the future through a collaborative process, including the Blue Township Urban Growth Area.	**Lead:** Pottawatomie County Zoning, Riley County Planning and Development, Pottawatomie and Riley Counties BOCC, Riley County Planning Board, Pottawatomie County Planning Commission **Involve:** City Community Development, City Commission, Manhattan Urban Area Planning Board	O

Guiding Principle/Action	Lead/Partners	Priority
6: ACTIVE COMMUNITY INVOLVEMENT AND REGIONAL COOPERATION		
GUIDING PRINCIPLE RC-1: STRONG PARTNERSHIPS AND A COMMITMENT TO COLLABORATION AT THE LOCAL AND REGIONAL LEVEL		
Continue to collaborate and cooperate with other governmental agencies within the region, with a particular emphasis on plans that address issues of shared significance, such as land use, transportation, the provision of infrastructure and services, housing, economic development, and conservation of natural resources.	**Lead:** City Community Development, Riley County Planning and Development, City Commission, Pottawatomie and Riley Counties BOCC, Riley County Planning Board, Pottawatomie County Planning Commission, Manhattan Urban Area Planning Board **Involve:** Flint Hills MPO and Regional Council, KSU, and Fort Riley	O
Work closely with Kansas State University to coordinate on such issues as the location of growth and development, provision of public facilities and services, conservation of natural resources, and revenue sharing.	**Lead:** City Community Development, Riley County Planning and Development, City Commission, Pottawatomie and Riley County BOCC, Kansas State University, Manhattan Urban Area Planning Board **Involve:** Manhattan Area Chamber of Commerce, Pottawatomie County Economic Development Corporation	O
Work closely with Fort Riley to coordinate on issues of mutual concern, particularly as it relates to growth and development issues in the western portions of the Planning Area, and to jointly implement recommendations in the Flint Hills Joint Land Use Study to promote compatible types of growth and development.	**Lead:** City Community Development, Riley County Planning and Development, City Commission, Pottawatomie and Riley County BOCC, Fort Riley leadership, Manhattan Urban Area Planning Board **Involve:** Manhattan Regional Airport	O
Expand membership and jurisdictional area of the Manhattan Urban Area Planning Board to include representatives from Pottawatomie County.	**Lead:** City Commission, Pottawatomie and Riley County BOCC , Riley County Planning Board, Pottawatomie County Planning Commission, Manhattan Urban Area Planning Board	2
GUIDING PRINCIPLE RC-2: VARIED PUBLIC PARTICIPATION OPPORTUNITIES IN THE COMMUNITY PLANNING PROCESS		
Continue to improve community access to web and social media-based engagement tools.	**Lead:** City Community Development, Riley County Planning and Development**Involve:** City Commission, Pottawatomie and Riley County BOCC , Riley County Planning Board, Pottawatomie County Planning Commission, Manhattan Urban Area Planning Board, Pottawatomie County Zoning	O

Guiding Principle/Action	Lead/Partners	Priority
Review, coordinate and streamline City and County development review and approval processes to the extent feasible, to increase predictability and efficiency and to reduce housing and development costs.	**Lead:** City Community Development, Riley County Planning and Development, Pottawatomie County Zoning **Involve:** Manhattan Urban Area Planning Board, City Commission, Riley and Pottawatomie Boards of County Commissioners, Riley County Planning Board, Pottawatomie County Planning Commission	1
7: A BALANCED MULTI-MODAL TRANSPORTATION SYSTEM		
GUIDING PRINCIPLE MATS-1: A BALANCED, COHESIVE, INTEGRATED SYSTEM OF STREETS, SIDEWALKS, BIKEWAYS, AND PUBLIC TRANSPORTATION THAT MEETS THE MOBILITY NEEDS OF MANHATTAN AREA		
Review and revise Zoning and Subdivision Regulations, as may be necessary, to ensure new development supports multi-modal transportation system by incorporating street connectivity standards and other mode-specific provisions.	**Lead:** City Public Works, City Community Development, City Commission, Manhattan Urban Area Planning Board, Riley County Planning Board, Pottawatomie County Planning Commission **Involve:** Flint Hills MPO, Manhattan Urban Area Planning Board	2
Coordinate with local, state, and federal agencies to identify funding sources and work towards the implementation of a complete area-wide transit system, based on the steps identified in the Transit Implementation Plan.	**Lead:** City Commission, Pottawatomie and Riley County BOCC, Flint Hills Regional Transit Administration, City Community Development, Riley County Planning and Development, Pottawatomie County Zoning **Involve:** K-DOT, Flint Hills MPO, Manhattan Urban Area Planning Board	O
Update and adopt Bicycle Master Plan.	**Lead:** City Public Works, City Community Development, City Parks and Recreation Department **Involve:** Flint Hills MPO, Bicycle Advisory Committee, Manhattan Urban Area Planning Board, Parks and Recreation Advisory Board, City Commission	2
Implement appropriate traffic calming techniques to reduce negative traffic impacts in neighborhoods.	**Lead:** City Public Works, City Community Development, City Commission **Involve:** Neighborhood organizations, Bicycle Advisory Committee	O
Identify a more stable funding source to support transportation infrastructure, both for necessary maintenance, system improvements, and new growth.	**Lead:** City Commission, City and County Public Works, Pottawatomie and Riley County BOCC **Involve:** Flint Hills MPO, Manhattan Urban Area Planning Board	O
Establish regular monitoring programs that track progress against performance targets for all transportation modes.	**Lead:** City Public Works, City Community Development, City Commission, Manhattan Urban Area Planning Board **Involve:** Flint Hills MPO, Bicycle Advisory Committee, Manhattan Urban Area Planning Board	2

Guiding Principle/Action	Lead/Partners	Priority
Integrate the soon-to-be-completed FHMPO travel demand model into the Manhattan Urban Area's transportation planning processes.	**Lead:** City Commission, Pottawatomie and Riley County BOCC, Flint Hills Regional Transit Administration, City Community Development, Riley County Planning and Development, Pottawatomie County Zoning **Involve:** K-DOT, Flint Hills MPO, Manhattan Urban Area Planning Board	2
Update engineering design standards to incorporate multi-modal considerations.	**Lead:** City Public Works, Riley and Pottawatomie County Public Works **Involve:** Flint Hills MPO, Bicycle Advisory Committee, Manhattan Urban Area Planning Board, Riley County Planning Board, Pottawatomie County Planning Commission, City Commission, Riley and Pottawatomie County BOCC.	2
8: HEALTHY, LIVABLE NEIGHBORHOODS OFFERING A VARIETY OF LIFESTYLE OPTIONS		
GUIDING PRINCIPLE HN-1: EXPANDED HOUSING OPTIONS TO MEET THE NEEDS OF A CHANGING COMMUNITY		
Review and revise Zoning and Subdivision Regulations, if necessary, to determine if there are any barriers to achieving a mixture of housing types and densities in residential neighborhoods.	**Lead:** City Community Development, Riley County Planning and Development, Pottawatomie County Zoning **Involve:** City Commission, Pottawatomie and Riley County BOCC	2
Continue to encourage the construction of affordable housing by: • Working with private landowners to identify and maintain a range of available sites for affordable housing in the city, and facilitate getting sites pre-zoned; • Working with non-profit organizations and developers to increase supply of affordable housing; and • Providing incentives for the development of affordable housing.	**Lead:** City Community Development **Involve:** City Commission, Manhattan Housing Authority	O
GUIDING PRINCIPLE HN-2: REVITALIZATION OF ESTABLISHED AND CORE AREA NEIGHBORHOODS		
Consider reinstating some type of Rental Inspection Program to maintain and enhance the quality of life in neighborhoods.	**Lead:** City Manager's Office, City Code Services Division, City Community Development, City Commission **Involve:** Landlord Association, KSU	2
Place increased emphasis on active enforcement of public health, code enforcement, and safety violations in accordance with local building codes and other applicable ordinances.	**Lead:** City Community Development **Involve:** City Commission, City Manager's Office	O

Guiding Principle/Action	Lead/Partners	Priority
Consider development of conservation district standards as another potential tool to protect key characteristics of stable core area neighborhoods.	**Lead:** City Community Development **Involve:** City Commission, Manhattan Urban Area Planning Board, Historic Resources Board, and Stakeholder Neighborhoods.	2
GUIDING PRINCIPLE HN-3: EXPANDED OPPORTUNITIES FOR RESIDENTS TO LEAD HEALTHY AND ACTIVE LIFESTYLES		
Review and revise Zoning and Subdivision Regulations, as may be necessary, to ensure that they do not create any unreasonable barriers to local food production.	**Lead:** City Community Development, Riley County Planning and Development, Pottawatomie County Zoning **Involve:** City Commission, Pottawatomie and Riley County BOCC	2
9: AN ACTIVE COMMUNITY RECOGNIZED FOR ITS QUALITY OF LIFE AND STRONG SENSE OF PLACE		
GUIDING PRINCIPLE QL-1: A VARIETY OF HIGH-QUALITY RECREATIONAL OPPORTUNITIES IN THE FORM OF INTERCONNECTED PARKS, TRAILS, RECREATION FACILITIES, PUBLIC SPACES, AND NATURAL AREAS TO SERVE EXISTING DEVELOPMENT AND PLANNED GROWTH		
Update the City's 1992 Comprehensive Parks Master Plan, evaluating park level of service standards and the community's needs for new or enhanced parks and facilities, trails, linkages, and open space, local preferences, and anticipated future needs.	**Lead:** City Parks and Recreation Department **Involve:** City Parks and Recreation Advisory Board, Riley County Park Advisory Board, City Commission, City Community Development, Riley County Parks Division, Riley County Planning and Development, Pottawatomie County Zoning, Riley County Planning Board, Pottawatomie County Planning Commission	2
Identify and pursue funding resources and partnerships with related organizations and agencies to acquire, develop, and/or improve parks, recreational facilities, trails, open spaces, and related amenities.	**Lead:** City Parks and Recreation Department **Involve:** City Parks and Recreation Advisory Board, Riley County Park Advisory Board, City Commission, City Community Development, Riley County Planning and Development, Pottawatomie County Zoning, Riley County Planning Board, Pottawatomie County Planning Commission	O
GUIDING PRINCIPLE QL-2: SIGNIFICANT HISTORIC AND CULTURAL RESOURCES THAT CONTRIBUTE TO THE COMMUNITY'S IDENTITY AND HISTORY		
Inventory local resources to identify historic and cultural assets.	**Lead:** City Community Development **Involve:** City Historic Resources Board, State Preservation Office	O
Identify and utilize incentives for the preservation and rehabilitation of historic buildings, districts, and sites.	**Lead:** City Community Development **Involve:** City Historic Resources Board, State Preservation Office	O
GUIDING PRINCIPLE QL-3: A DISTINCTIVE BUILT AND NATURAL ENVIRONMENT THAT PROMOTES A SENSE OF PLACE		
Implement adopted development standards for community gateways where they already exist and establish and new standards in remaining locations.	**Lead:** City Community Development, Riley County Planning and Development, Pottawatomie County Zoning **Involve:** City Commission, Pottawatomie and Riley County BOCC	2

Guiding Principle/Action	Lead/Partners	Priority
Develop appropriate criteria for ensuring that view sheds and ridgeline vistas are identified and treated in an appropriate manner during the master planning process in areas identified by more focused area plans.	**Lead:** City Community Development, Riley County Planning and Development, Pottawatomie County Zoning **Involve:** City Commission, Pottawatomie and Riley County BOCC	2
CHAPTER 10: A STRONG, DIVERSIFIED ECONOMIC BASE		
GUIDING PRINCIPLE EC-1: STRENGTHENING MANHATTAN'S ROLE AS A REGIONAL CENTER		
Monitor supply of finished sites and raw land suitable for residential, commercial, office/technological, industrial service and industrial development and periodically review and update the Future Land Use Plan map as appropriate.	**Lead:** City Community Development, Riley County Planning and Development, Pottawatomie County Zoning **Involve:** Manhattan Area Chamber of Commerce, Pottawatomie County Economic Development Corporation	O
Support efforts to expand public wireless access in and around the Downtown.	**Lead:** City Community Development, City Manager's office **Involve:** Manhattan Area Chamber of Commerce, Downtown Manhattan, Inc.	2
Coordinate local and regional stakeholders to develop a unified campaign to leverage the Manhattan Urban Area's unique regional research assets and to promote awareness at a national and international level.	**Lead:** Manhattan Area Chamber of Commerce, Kansas State University, Kansas State University Institute for Commercialization **Involve:** Pottawatomie County Economic Development Corporation, City Manager's office, City Commission, Pottawatomie and Riley ounty BOCC , Downtown Manhattan, Inc.	1
GUIDING PRINCIPLE EC-2: EXPANDED ECONOMIC DIVERSITY AND STABILITY		
Review and update Zoning Regulations to accommodate anticipated research and industrial services associated with KSU and NBAF research activities.	**Lead:** City Community Development, Riley County Planning and Development, Pottawatomie County Zoning. **Involve:** Manhattan Area Chamber of Commerce, Pottawatomie County Economic Development Corporation, applicable Planning Boards	1
Review Zoning and Subdivision Regulations to determine if they adequately provide for contemporary home occupations and other non-traditional business models such as "pop-up" vendors and incubator uses.	**Lead:** City Community Development, Riley County Planning and Development, Pottawatomie County Zoning **Involve:** City Commission, Pottawatomie and Riley County BOCC	2

Guiding Principle/Action	Lead/Partners	Priority
Collaborate with other public and private partners to encourage redevelopment of the commercial core, as recommended in the Downtown Tomorrow Plan.	**Lead:** City Community Development **Involve:** City Commission, Downtown Manhattan Inc.	O
CHAPTER 11: SPECIAL PLANNING AREAS		
BLUE TOWNSHIP/ EAST US-24 CORRIDOR		
Conduct a more detailed area plan for the Blue Township/ East US-24 Corridor to more clearly define desired land use patterns, and to identify specific needs related to transportation systems and other infrastructure and services—water/ wastewater/storm water infrastructure; streets/sidewalks; parks, trails/bikeways, and recreational facilities; schools; transit; and police and fire protection—and the anticipated phasing/timing of development, parks and trails, and infrastructure requirements and financing mechanisms.	**Lead:** Pottawatomie County Zoning, Pottawatomie Board of County Commissioners, Pottawatomie County Planning Commission **Involve:** City Community Development, Flint Hills MPO, Service Districts, City Commission, Manhattan Urban Area Planning Board, Riley County BOCC, Riley County Planning Board, Riley County Planning and Development, City Parks and Recreation Department, City Parks and Recreation Advisory Board	1
Explore a range of financing options, such as benefit districts, excise taxes or impact fees, identifying the best combination of approaches that will support the implementation of necessary infrastructure and services to serve the area over time (as identified through a more detailed area plan and accompanying Capital Improvement Plan).	**Lead:** Pottawatomie County Zoning, Pottawatomie Board of County Commissioners **Involve:** Flint Hills MPO, Service Districts	1
Establish additional intergovernmental/interlocal agreements, as needed, to support the implementation of a more detailed area plan for the Blue Township/East US-24 Corridor.	**Lead:** Pottawatomie County Zoning, City Community Development, City Commission, Pottawatomie County BOCC, **Involve:** Flint Hills MPO, Service Districts	1
Consider establishing joint County/City commercial development standards for the Blue Township/East US-24 Corridor that would apply regardless of whether the proposed development was located in the City of Manhattan or Pottawatomie County.	**Lead:** Pottawatomie County Zoning, City Community Development, City Commission, Pottawatomie County BOCC, Pottawatomie County Planning Commission **Involve:** Manhattan Area Chamber of Commerce, Pottawatomie County Economic Development Corporation	2
WEST US-24 CORRIDOR		
Establish additional intergovernmental/interlocal agreements, as needed, to address infrastructure and service needs for planned uses in the West US-24 Corridor.	**Lead:** Riley County Planning and Development, Riley County and City Public Works Departments, City Community Development, City Commission, Riley County BOCC **Involve:** Manhattan Urban Area Planning Board, Flint Hills MPO, Service Districts	O

Guiding Principle/Action	Lead/Partners	Priority
Develop and adopt gateway design standards to address future growth in the corridor.	**Lead:** City Community Development, Riley County Planning and Development, Pottawatomie County Zoning **Involve:** City Commission, Pottawatomie and Riley County BOCC	2
DOWNTOWN/AGGIEVILLE-CAMPUS EDGE		
Promote the continued revitalization of the Central Core District, which includes both Downtown Manhattan and Aggieville.	**Lead:** City Community Development, City Manager's office, Downtown Manhattan Inc. **Involve:** Aggieville Business Association, City Commission	O
Update the Downtown Redevelopment Plan to identify expanded opportunities for infill and redevelopment (with a particular emphasis on housing) on the periphery of the Downtown core area.	**Lead:** City Community Development, Downtown Manhattan Inc. **Involve:** City Commission, Manhattan Urban Area Planning Board	2
Conduct a study of the Bluemont Corridor to explore a range of possible futures (e.g., maintain current residential character, increase opportunities for higher intensity residential or mixed-use development). Key considerations include market context, relationship to/potential impacts on Aggieville and Downtown; traffic, curb cuts and turning movements; storm drainage and sanitary sewer capacity; parking; and the relationship to existing residential neighborhoods.	**Lead:** City Community Development, City Commission, Manhattan Urban Area Planning Board **Involve:** Aggieville Business Association, Downtown Manhattan Inc., KSU, School District, core area neighborhoods, City Public Works	2
NORTH CAMPUS CORRIDOR		
Update the Urban Area Comprehensive Plan to reinforce overarching goals and strategies that emerge from KSU's North Campus Corridor Master Plan effort, as applicable to support the Growth Vision and Key Objectives established for the Manhattan Urban Area and regional economic development efforts.	**Lead:** City Community Development, Kansas State University **Involve:** City Commission, Manhattan Urban Area Planning Board	1

Appendix A: Growth Opportunity Areas

Where Are We Likely to Grow?

In 2012, the Manhattan Area had an estimated population of 61,006. Over the next ten to twenty years, the Manhattan Area could grow to a population of 79,640, an increase of nearly 19,000 people. Areas with the potential to accommodate future growth over the next ten to twenty years are identified on the Future Growth Opportunities map. This map identifies a range of opportunities for both Greenfield development and infill/redevelopment.

Two types of generalized areas are identified on the Future Growth Opportunities map—"Areas of Stability" and "Areas of Change." Definitions for each type of area, and for variations in characteristics within each, and a discussion of the methodology used in identifying potential areas on the map are provided below.

Areas of Stability

Areas identified as "Areas of Stability" include both new and recently constructed development and established areas, as described below.

NEW OR RECENTLY CONSTRUCTED DEVELOPMENT

New or recently constructed development in which change will be limited to the completion of elements included as part of the current phase of a previously approved subdivision, Master Plan, or Planned Unit Development that are already under construction, or are about to initiate construction.

ESTABLISHED AREAS

Established areas meet a combination of the following criteria:

- Stable or increasing property values.
- Absence of or limited number of new building or tear-down permits in the past 10 years.
- Absence of vacant or underutilized land.
- Protective regulations, such as an historic district or the presence of a concentration of designated historic properties, in place that limit the degree to which alterations in the existing pattern may occur.
- Underlying zoning is consistent with built pattern.
- Identified through the Neighborhood Index analysis criteria as needing continued or increased stabilization.

In some areas, tools to protect the established character of a particular area are already in place (e.g., downzoning and/or Traditional Neighborhood Overlay in the past 10 years). In other established areas, protective measures to maintain stability over time may need to be explored as part of the process.

Areas of Change

"Areas of Change" include both opportunities for Greenfield development and infill and redevelopment, as described below.

NEW OR CONTINUED GREENFIELD DEVELOPMENT ANTICIPATED

The term "Greenfield development" typically refers to development on land that is currently vacant or used for agricultural purposes, and has not previously been developed. Within the planning area, Greenfield development opportunities encompass the following:

- Planned future phases of an existing subdivision, Master Plan, or Planned Unit Development (PUD); and
- Future growth opportunities in unincorporated areas of the planning area.

In some Greenfield development areas, future land uses have already been planned as part of the 2003 Manhattan Urban Area Comprehensive Plan, a subsequent corridor plan or neighborhood plan effort, or an adopted PUD, Master Plan or subdivision plat. In these instances, planned uses are proposed to be simply carried forward. In other instances, additional discussion is needed to determine an appropriate direction for the future.

INFILL AND REDEVELOPMENT ANTICIPATED

Significant market-driven infill and redevelopment has occurred within core areas of the planning area over the past decade. Demand has been driven by a combination of factors, including: a constrained housing market (in terms of both cost and supply); high demand for alternative housing types, such as student apartments, townhomes, and other attached products; proximity to major community destinations such as K-State, Downtown, and Aggieville; and a shift in demographics and lifestyle preferences. Infill and redevelopment pressure will likely continue to increase over time as growth occurs and raw land within the planning area is absorbed.

This designation applies to areas with a combination of the following characteristics:

- Some pockets of vacant lots, surface parking, or potentially underutilized lots (e.g., low improvement to land value ratio, vacant buildings) that are suitable for infill or redevelopment;
- A built pattern that is less intense than the underlying zoning allows (e.g., single-family detached neighborhood with lot sizes far in excess of minimum lot size requirements or single-family detached neighborhood with zoning that permits attached units, such as duplexes or townhomes);
- Some building permit and/or tear down activity in past ten years;
- Some blocks have a higher percentage of rental vs. owner-occupied units;
- Desirable core area location and/or neighborhood character;
- Redevelopment plan, district plan, neighborhood plan that supports infill and redevelopment currently in place (e.g., Aggieville-Campus Edge District

Plan - areas rezoned with the Multi-family Redevelopment Overlay District (M-FRO) that are still redeveloping, and Downtown Tomorrow Plan);

- Consolidated ownership of contiguous tracts (e.g., already in place, or process to achieve has been initiated);
- Reserve infrastructure capacity exists or is anticipated as part of long-range plans or the Capital Improvements Program;
- Identified through the Neighborhood Index analysis criteria as transitional (see information box on page 5); and
- Relocation or planned relocation of a major use (e.g. school).

In some areas where infill and redevelopment are anticipated, future land uses have already been planned as part of the 2003 Manhattan Urban Area Comprehensive Plan, a subsequent corridor plan or neighborhood plan effort. In these instances, planned uses are proposed to be simply carried forward. In other instances, additional discussion is needed to determine an appropriate direction for the future.

HOW WERE AREAS OF CHANGE DETERMINED IN CORE NEIGHBORHOOD AREAS?

A variety of data were evaluated in the process of analyzing and mapping potential areas of change in the Core Areas. Based on a block-by-block review of the information outlined below, preliminary maps were developed and then field verified and refined by City staff, to identify blocks that are more family/owner oriented and in need of continued stabilization and other areas which are predominantly student/rental oriented and have reserve infrastructure capacity to accommodate redevelopment at higher densities.

NEIGHBORHOOD INDICATORS

Building on a Neighborhood Index scoring system developed in 2003, population density by block, number of children under 18 by block, number of family households by block, and number of owner-occupied households by block were evaluated using 2010 Census data.

UNDERUTILIZED PARCELS AND BUILDING CONDITION

Using Riley County Assessor's Office data, the ratio of land value to improvement value was calculated for each parcel to identify parcels that were potentially being underutilized (value of the land is more than twice the value of the existing improvements). Areas with a high concentration of underutilized parcels were identified as having the potential for significant new development or redevelopment. Building condition was assessed through visual surveys.

AREAS WITH RESERVE INFRASTRUCTURE CAPACITY

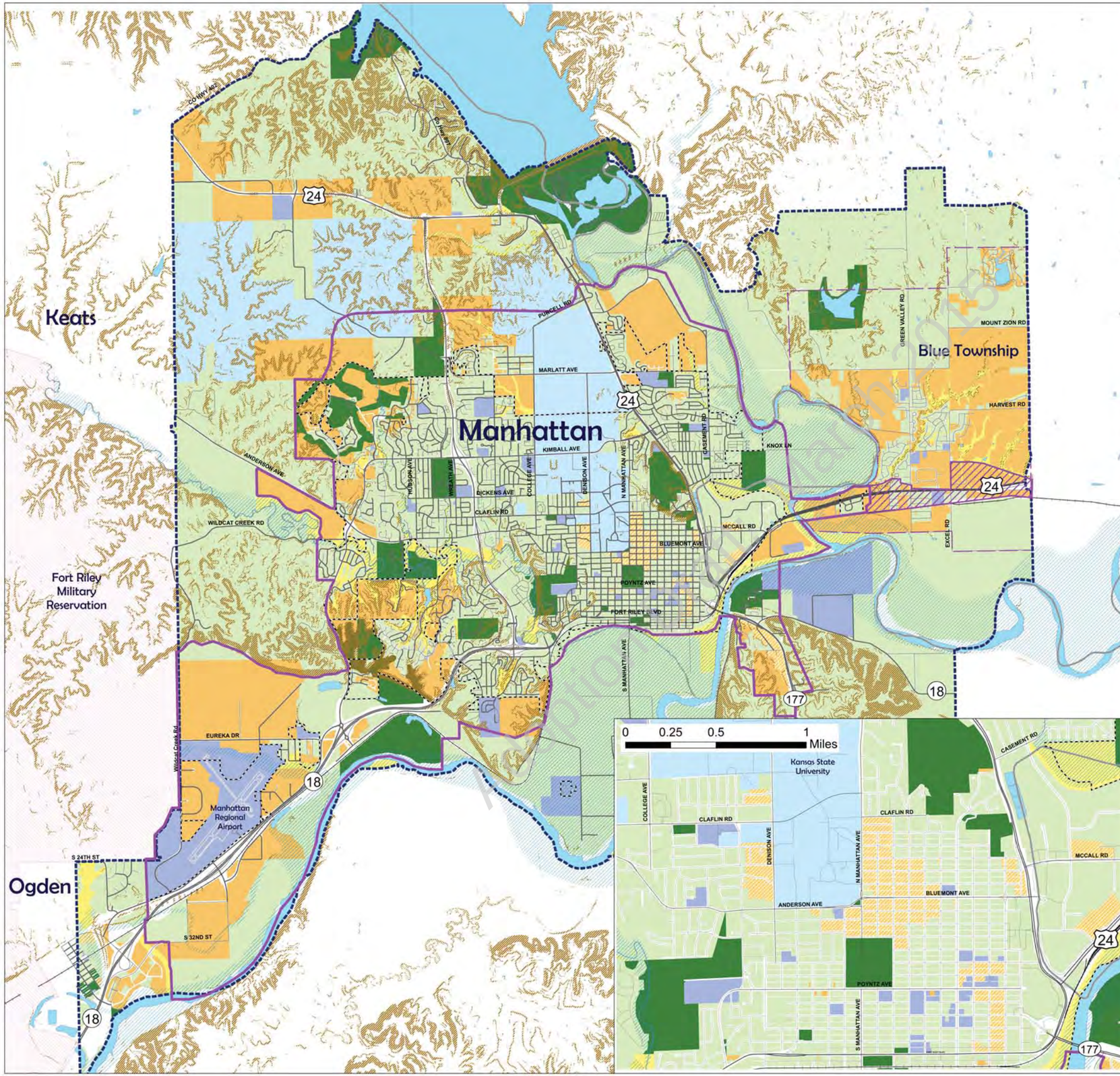
Areas with reserve infrastructure capacity in water, sanitary sewer, storm sewer, and streets were identified that could support redevelopment at higher densities and/or mixed uses.

REVIEW OF SURROUNDING DEVELOPMENT CONTEXT

A variety of other considerations were also reviewed, with an eye towards identifying areas that would be most likely to be able to support higher intensity development from an infrastructure and services perspective—parks, pedestrian -bicycle and vehicular street connectivity, water and sewer capacity, and schools. Constraints such as floodplain and publicly-owned lands were also reviewed.

FUTURE GROWTH OPPORTUNITIES

Manhattan Area 2035
BUILDING OUR FUTURE...TOGETHER.



Legend

Areas of Change

- New / Continued Greenfield Development Anticipated
- Infill / Redevelopment Anticipated

Areas of Stability

- Areas of Stability
- Parks and Recreation
- Kansas State University
- Public / Semi-Public Space
- Preserved Open Space
- Environmentally Sensitive Areas
- Flood Hazard Area (1993 Event)
- Streams and Wetlands
- Comprehensive Plan Boundary
- Manhattan City Boundary
- County Line
- Urban Service Area Boundary
- Potential Future Urban Service Area
- Blue Township Urban Growth Area

*Environmentally Sensitive Areas are areas identified in previous Comprehensive Plan efforts, consisting of steep slopes (>20%) and riparian corridors, and natural areas of the high priority for preservation identified by the Northern Flint Hills Audubon Society.

**Flood Hazard Areas include designated FEMA floodway and areas innundated during the 1993 Flood Event where new development would be prohibited.

Source: City of Manhattan, Riley County, Pottawatomie County

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Appendix B: Related Plans and Policy Documents

Introduction

The following plans and policy documents may or may not have been formally adopted as a part of the Comprehensive Plan; however they provide important background information and policy direction to support the implementation of the Plan.

Kansas State University North Corridor Plan (under development)

Kansas State University, in partnership with local stakeholders, is developing a corridor plan for the north campus area located along Kimball Avenue to address future development related to KSU and NBAF research.

Parks and Recreation Strategic Facility Improvement Plan (under development)

Manhattan Parks and Recreation is evaluating existing indoor and outdoor recreation facilities, assessing the community's needs for improved places to play, and developing strategies to enhance existing (and possibly build new) sport courts, fields and gyms that the entire community will benefit from.

Flint Hills Transportation Plan (under development)

The Flint Hills Metropolitan Planning Organization, in cooperation with other regional partners is developing the MPO's first long-range transportation plan. By evaluating issues and needs, the Plan will identify potential multi-modal transportation projects.

Housing Matters: The Flint Hills Frontiers Fair Housing Equity Assessment / Regional Analysis of Impediments. (under development)

The Flint Hills Frontiers Fair Housing Equity Assessment/Regional Analysis of Impediments (FHEA/RAI) is being conducted by the Flint Hills Regional Council (FHRC) in partnership with regional stakeholders. The FHEA/RAI is both regional and local in scope, requires engagement, and considers issues of fair housing in a broader framework. The resulting FHEA/RAI can be used by communities to challenge existing impediments to fair housing at the local level; for developing partnerships across multiple sectors and issue areas to create a shared understanding of equity and opportunity; and to help local policymakers make informed and targeted decisions about policy and investment to advance fair housing opportunity throughout the region. The FHRC is working in its seven-

Hartford Hill Master Plan (2015)

The Hartford Hill Master Plan provides additional guidance for development of a 320 acre site located generally northwest of Grand Mere, which was identified as a future growth area in the Manhattan Urban Area Plan update process. The Hartford Hill Master Plan includes guidance on development phasing; access and traffic improvements; storm drainage and utility services; parks, open space and trails; pedestrian and bicycle facilities; land use; and strategies for disclosure and mitigation of Fort Riley Noise impact. The Hartford Hill Master Plan was adopted and incorporated into the Manhattan Urban Area Comprehensive Plan, by City Ordinance No. 7170, dated October 20, 2015, and by Riley County Resolution No. 092115, dated September 21, 2015.

Manhattan Area Transportation Strategy (2015)

Originally adopted on April 4, 2000 and updated in 2015, as the Transportation Element of the Comprehensive Plan, the Manhattan Area Transportation Strategy (MATS) provides a long-range strategy for managing the transportation needs of the Manhattan Urban Area. The strategy emphasizes the need for a multi-modal transportation plan that addresses a range of issues, including: infrastructure and service needs for streets, pedestrians, bicycles, parking, and public transit.

Riley County Community Needs Assessment (2014)

The Riley County Seniors' Service Center, in conjunction with other social service agencies and community organizations, coordinated a comprehensive community needs assessment for Riley County. The goals of the needs assessment were to: 1) identify the assets of the community; 2) identify unmet community needs; and 3) initiate discussions to identify possible solutions to address the unmet needs. It has been more than 20 years since the last comprehensive community needs assessment.

Advance Pottawatomie County (2013)

Understanding that government services can be a catalyst for the development of a strong, diversified economy, Pottawatomie County Economic Development Corporation commenced a relationship with private and public sector development partners and Pottawatomie County to create a plan for a funded economic development initiative. The Corporation has 13 members that include representatives from the core segments of the economy, including representatives from local government. Over 500 stakeholders were involved in developing the 2014-2018 Economic Development Action Plan. The Plan provides mechanisms to expand and attract new industry and businesses to the county. The Board, in addition to recognizing niche markets, has provided five interrelating industries to target: (1) agri-business, (2) bio-technology, (3) health care and education, (4) advanced manufacturing, and (5) tourism and recreation.

Airport Master Plan Update (2009), and Terminal Master Plan (2013)

These master plans provide guidance for the future expansion and enhancement of air service facilities at the Manhattan Regional Airport.

Eureka Valley – Highway K-18 Corridor Plan (2013)

The Eureka Valley - Highway K-18 Corridor Plan addresses anticipated growth of the Eureka Valley resulting from the realignment of Highway K-18 and the expansion of the Manhattan Regional Airport and the surrounding communities. The Plan establishes a vision along with goals, objectives and action plans in eight key areas to promote the orderly growth and development of the Valley and the protection of community assets. The Eureka Valley - Highway K-18 Corridor Plan is a joint planning initiative of the City of Manhattan, Riley County and the City of Ogden. The Plan updates the Eureka Valley Special Planning Area of the 2003 Manhattan Urban Area Comprehensive Plan. This Plan was adopted and incorporated into the Manhattan Urban Area Comprehensive Plan by City Ordinance No. 7003, dated May 21, 2013, and by Riley County Resolution No. 050213-28, dated May 2, 2013. It was also adopted by the City of Ogden and incorporated into the Comprehensive Plan of the City of Ogden, by Ordinance No. 694, dated July 17, 2013.

New Horizon: Education, Entrepreneurship and Environment in the Flint Hills (2013)

Recognizing the need for a diversified regional economy, the Flint Hills Economic Development District, along with the help of a Citizen Strategy Committee, created a Comprehensive Economic Development Strategy plan to identify goals and actions which are meant to enhance the existing regional economy and cooperation. Five goals and nine actions resulted from a SWOT analysis competed by a citizen action committee, and over 50 regional stakeholders from seven counties. The five goals include:

- Regional collaboration;
- Regional branding;
- Encourage regional and national tourism;
- Encourage new and existing innovative businesses;
- Create and maintain a well educated population.

Wildcat Creek Floodplain Management Plan (2013)

The Wildcat Creek Floodplain Management Plan provides guidance for managing and reducing flood hazards along Wildcat Creek, and for maintaining and enhancing natural floodplain assets and related land resources within the floodplain. Managing and reducing flood risk is a shared responsibility of local communities, the county, state, and federal agencies. The Management Plan was developed by the City of Manhattan, Riley County, the Kansas Hazard Mitigation Team, and the U.S. Army Corps of Engineers (USACE). The Plan inventories flood

hazards along various reaches of Wildcat Creek and its tributaries and provides a description of the public engagement process, goals and objectives, strategies and tools, and the Action Plan for achieving the goals. The Wildcat Creek Floodplain Management Plan is a sub-part of the Riley County Multi-Jurisdiction Hazard Mitigation Plan, which is the local comprehensive emergency response and mitigation plan. The Wildcat Creek Floodplain Management Plan was adopted and incorporated into the Manhattan Urban Area Comprehensive Plan, by City Ordinance No. 7047, dated May 5, 2013, and by Riley County Resolution No. 112513-73, dated November 25, 2013.

City of Manhattan Economic Development Policy (2002, revised 2010, 2014)

The City of Manhattan works in conjunction with the Manhattan Area Chamber of Commerce on several economic development initiatives in support of the City's economic development policy, established in 2002 and revised in 2010 and 2014. The City's economic development goals are the following:

- Create quality jobs with corresponding wages, benefits, and working conditions.
- Diversify the property-tax base in Manhattan.
- Decrease reliance on federal, state, and local government for jobs.
- Maintain, stabilize, and build on the existing strengths of the community.
- Invest public funds in ways that create self-sustaining economic development activities.
- Use public funds to leverage private investment in economic development.

African American Cultural Resources Survey (2012)

The purpose of the survey was to identify the types of properties that have significant ties to the African-American community and which may be eligible for the National Register of Historic Places. The project was funded through a Historic Preservation Fund grant from the Kansas State Historical Society and highlights and documents a significant part of Manhattan's history about which there is limited community-wide awareness. Of particular interest is information about where people have lived, significant buildings and community gathering places, and the history of individual churches, schools and community groups.

Kansas State University 2025 Campus Master Plan (2012)

The University embarked on a comprehensive update of the Campus Master Plan, which was last updated in 2004. The Campus Plan is a comprehensive document that covers all aspects of the Kansas State University campus' design criteria. In addition to providing design guidelines, it also maps out the current needs and future growth of the campus so Kansas State University can meet its goal to be a Top 50 public research university by 2025.

Pottawatomie County Multi-Jurisdiction Hazard Mitigation Plan (2012)

This Hazard Mitigation Plan is a guide for Pottawatomie County citizens to prepare for possible natural disaster events by taking action to help mitigate the effects of potential hazards. The plan was prepared for Pottawatomie County and participating local jurisdictions as part of an overall multi-jurisdictional planning effort. The plan was created by the participating entities to comply with the Disaster Mitigation Act of 2000.

Five Year Strategic Plan for Bicycling (2011)

The Five Year Strategic Plan for Bicycling was conceived as an update to the 1998 Bicycle Master Plan, developed jointly by K-State and the City of Manhattan. The documents provide policy and design guidance for provision of bicycle facilities and infrastructure modifications, to accommodate and promote bicycle transportation and recreation in the community, both in existing areas and as a component of new development.

Gateway To Manhattan Plan (Updated 2011)

The original Gateway Plan was developed in 1998 as a joint effort between Manhattan and Riley County to evaluate the physical, visual, and economic impacts of future growth and potential annexation of land along the K-177 Corridor, which had just been widened to a four-lane corridor to I-70. The Plan was adopted by the City as a part of the Comprehensive Plan and Riley County adopted a slightly modified version as an update of the Riley County Comprehensive Plan. In 2009 and 2010, Manhattan and Riley County developed cooperative agreements to extend sanitary sewer and water service to the corridor to provide essential utility services for new development. In April 2011, the City and County adopted an update of the Gateway to Manhattan Plan, which replaced the original document. The update reassessed the original goals and revised the plan to reflect community vision for the corridor and to address anticipated changes resulting from the new utility infrastructure being extended to the area. Although the boundaries of the plan remain unchanged for the update, the primary focus area is the commercial and residential core along the K-177 Corridor in the northern half of the plan area. The updated Gateway Plan includes goals, objectives, action plans and a Future Land Use map to guide development and redevelopment along the K-177 Corridor. This Plan was adopted and incorporated into the Manhattan Urban Area Comprehensive Plan by City Ordinance No. 6893, dated May 17, 2011, and by Riley County Resolution No. 042511-08, dated April 25, 2011.

Riley County Economic Development Strategic Plan (2011)

The Riley County Economic Development Strategic Plan establishes nine goals in which will promote projects important to the public, and can be implemented in an effort to ensure a balanced and vigorous economic climate. The nine goals include: Continue Comprehensive Growth Planning; Strengthen Economic Development Activities; Implement Building Improvements; Improve Technology

Capabilities; Promote Infrastructure Improvements; Plan for Staffing and Facility Needs; Develop New Revenue Sources; Develop Government Leaders; and Improve Government Efficiency.

Manhattan Archaeological Survey: Phases I and II (2009)

The City of Manhattan was awarded a Historic Preservation Fund grant in 2008 to initiate the Manhattan Archaeological Survey. The objectives of this project were to identify archaeological resources in the Manhattan Urban Area, assist in creating community awareness about the importance of significant cultural resources and their protection, identify needs for future archaeological study and preservation, and provide information to elected officials through the Historic Resources Board and to City staff for making meaningful choices for preservation of resources.

US-24 Corridor Management Plan (2009)

This Corridor Plan was developed in partnership between the Kansas Department of Transportation, Pottawatomie County, St. George, Wamego and Manhattan. The Plan extends from Manhattan to Wamego and provides guidance on coordinated access management among the partner agencies and includes: updated land use and market analyses; transportation engineering and planning; infrastructure planning; implementation strategies and regulatory analysis; and specific enhancement recommendations. This Plan is a separate document from the previous 2002 Highway 24 Corridor Plan developed by Pottawatomie County, listed below. This Plan was adopted and incorporated into the Manhattan Urban Area Comprehensive Plan by City Ordinance No. 6792, dated November 3, 2009.

VISION 2025: A Comprehensive Plan for Riley County, Kansas (2009)

VISION 2025 serves as the definitive guide for the future development of the unincorporated area to the year 2025. The Plan addresses a number of important land use issues facing Riley County and establishes a framework to guide decisions about where development should take place. This is particularly important as Manhattan grows as a “metropolitan” designated area and the growth pushes outward into the rural areas. The purpose of the Plan is to act as a guidebook; an aid for reviewing or initiating change by placing all aspects of the County in perspective, while establishing the principles and policies necessary for sound, logical decision-making.

Water Distribution System and Sanitary Collection System Master Plan Update (2009)

This Utility Master Plan Update was developed concurrently with the 2003 Manhattan Urban Area Comprehensive Plan and updated in 2009. The Plan shows how growth areas identified in the Comprehensive Plan will be served through expansions to the existing utility systems. This Master Plan Update includes evaluation criteria; design flow data and development; water distribution system

modeling; sanitary sewer collection system modeling; assessments of the existing water and sanitary sewer systems; a capital improvements program for the proposed system expansions; utilities operation evaluations; and an evaluation of maintenance planning.

Flint Hills Regional Growth Plan (2008)

In 2008, regional population and economic impacts were expected, in anticipation of additional U.S. brigades. The Flint Hills Regional Growth Plan, created by the Flint-Hills Regional Task Force, predicted that various Department of Defense (DOD) initiatives would heavily impact the regional population and economy. In an effort to conduct advanced planning and provide appropriate strategies for the affected communities, the task force completed multiple plans. The Regional Growth Plan builds from the "Expected Growth Scenario" and the "Strategic Action Plan," both of which predict large population and economic growth. The Growth Plan is meant to encourage regional coordination and inform the decision-making process when determining the best steps moving forward. The Plan addresses questions of growth management, and identifies priorities and actions to address shortfalls. Priorities include: land use and planning, housing, education, health care and mental health care, social services and child care, workforce, transportation and transit, utilities and infrastructure, public safety, regional collaboration, quality of life, and fiscal considerations.

National Register Multiple Property Documentation Forms: Late 19th and Early 20th Century Residential Resources; Late 19th Century Vernacular Stone Houses (2006)

Two National Register multiple property documentation forms were approved by the National Park Service for Manhattan. The documentation forms simplify the process for owners of potentially historic structures, under the categories of Late 19th and Early 20th Century Residential Resources or Late 19th Century Vernacular Stone Houses, to nominate their properties to the National Register of Historic Places. These documents are based on information resulting from two field surveys initiated by the City of Manhattan and extensive archival research.

Aggieville-Campus Edge District Plan (2005)

This District Plan provides a more detailed level of policy guidance for the redevelopment of Aggieville and the Campus Edge Neighborhood. The document provides specific goals and principles for the three sub-areas (Campus Edge Neighborhood, Aggieville Business District and Bluemont/Aggieville Corridor); an Action Plan; and Design Guidelines for Mixed-Use Planned Unit Developments in the Bluemont/Aggieville Corridor. The Future Land Use map contained in the document amends the "Downtown Core Neighborhoods Future Land Use" Map by identifying two half-blocks along the north side of Bluemont Avenue for possible mixed-use commercial/residential development. This Plan was adopted and incorporated into the Manhattan Urban Area Comprehensive Plan by City Ordinance No. 6498, dated October 11, 2005.

Flint Hills Joint Land Use Study (2005)

The 2005 Flint Hills Joint Land Use Study was developed as a result of regional growth and issues of land use compatibility between Fort Riley and adjacent land owners. The study's purpose was to identify tools that would help Fort Riley maintain its mission, while protecting the property rights of adjacent owners.

The study conducted a land use compatibility analysis which organized the study area into land use categories, including: operational issues, environmental issues, current growth patterns, and existing community boundaries. Based on analysis provided in the study, the City of Ogden, Keats, and the City of Riley are subject to nuisance. In addition, two major regional growth compatibility issues include: (1) the spread of Manhattan's population along the west Anderson Corridor towards the Post, and (2) dispersed residential areas within rural areas north of the Post. The results were the foundation for the Plan's compatibility recommendations, which include policy compliance, and the creation of real estate disclosures and noise easements; additional recommendations include infill development and the avoidance of high density development around the Post.

Cultural Resources Survey: Wards 1 and 2 (2004)

This is a reconnaissance-level historic resources survey of Manhattan's Wards 1 and 2. The goal of the survey was to identify and evaluate architectural and historic cultural resources in the survey area and its immediate vicinity, and to ascertain any individual properties and/or groups of properties that may be potentially eligible for listing in the National Register of Historic Places. In addition, the survey information contributes to City and neighborhood planning activities.

Fire Station Location Plan Update (2003)

This plan analyzes the distribution of fire stations and evaluates requests for service by existing stations and locations of structure fires. The plan also evaluates typical fire station location standards as a general guide for determining potential need for additional services as the community continues to grow. These standards include such factors as response time, character of streets, grades, and weather conditions, potential fire severity and life hazards, and insurance service-office fire insurance rating. Based on these criteria and overall perceived community acceptance, the document identifies three additional station facilities to be built. One of these, at Manhattan Regional Airport, has been completed. The plan also outlines staffing requirements and additional equipment necessary to outfit the proposed stations. The update of the plan recommends that two additional stations be built over the next 5 years, and that one existing station be closed. The exact locations of the stations will be determined based on growth rates and locations of growth, but will generally be in the southwest and northwest parts of the city.

Highway 24 Corridor Plan (2002)

The future use of land located in that portion of the Planning Area that is east of

the Blue River in Pottawatomie County, as shown on the Future Land Use map, is in large part based on the Highway 24 Corridor Plan 2002, which was developed by Pottawatomie County in a separate planning initiative focusing on future land use patterns along the Highway 24 Corridor between Manhattan and Wamego. The corridor is divided into three Strategic Planning Areas, based on historic growth patterns: the West Corridor, extending from the City of Manhattan to the Flush Road; the Center Corridor, beginning at Flush Road and extending eastward to Flint Rock Road and Hwy 24; and the East Corridor, which includes the area between Flint Rock Road to the east boundary of Wamego. While this document is not formally a part of this Comprehensive Plan, it provides additional background information and policy direction, to be used by Pottawatomie County in its decision making process.

Traditional Neighborhood Planning Initiative (2002)

In December 2002, the City completed a two-year study of infill housing and neighborhood stability issues in the older traditional neighborhoods, encompassing the grid-street portion of the community. The study identified several implementation strategies for addressing the housing and neighborhood issues that were identified by the community, including the use of two overlay districts, the TNO, Traditional Neighborhood Overlay District and the M-FRO, Multi-Family Redevelopment Overlay District, as well as potential concurrent down zonings and up zonings of portions of these older neighborhoods. The TNO District was adopted as a part of the Manhattan Zoning Regulations, in December 2002. The M-FRO District was adopted in July 2003. The Future Land Use map contained in this Comprehensive Plan, reflects the current concept for the proposed expansion of the M-FRO area located generally east of the Kansas State University Campus, as well as continued stabilization of other blocks east of City Park.

Transit Implementation Plan (2001)

This plan, dated April 2001, was developed as the implementation plan for a public transit system, as outlined in the MATS document. This Plan looks at how to implement a bus transit system, including service areas, management, marketing, funding and budget, start-up check list, and a detailed operating plan.

City of Manhattan Water Facilities Plan and Cost of Services Study (2001)

The objective of the Water Facilities Plan was to identify necessary system improvements that would allow the City to develop a reliable water treatment system to accommodate future growth within two planning horizons, 2025 and 2040 or ultimate buildout, while keeping their facilities level with the standard of the industry. The Plan identifies short-term improvements for the system currently under construction, addresses well field and water rights issues, and evaluates water supply and treatment alternatives.

Downtown Tomorrow – A Redevelopment Plan for Downtown Manhattan, Kansas (2000)

This plan was adopted on May 2, 2000, as a part of the Comprehensive Plan, by Ordinance No. 6132. The Downtown Tomorrow Plan reviewed and updated the goals, objectives, and land use assumptions of the 1983 Redevelopment Plan and the Central Business District Plan for Downtown Manhattan, and provides updated policy direction and implementation strategies for redevelopment of the Downtown area. The Plan also expands the identified Central Business District, northward to Bluemont Avenue, and defines the proposed North Third and Fourth Street Redevelopment area, as well as a redevelopment area generally south of Pierre Street, along the east side of South Fourth Street.

Grand Mere Community Master Plan (2000)

This Master Plan was adopted on April 4, 2000, by Ordinance No. 6127, as a part of the Comprehensive Plan. This plan provides a more detailed neighborhood level master plan for the Grand Mere Community, located on about 1,000 acres at the northwest edge of Manhattan, in conjunction with the Colbert Hills Golf Course. The Grand Mere Master Plan includes a number of residential neighborhoods ranging from 1 to 20 dwelling units per acre; a mixed-use neighborhood center with retail shops and live/work spaces; office areas; hotel-lodging; an elder care development; park and open space areas; a pedestrian and bicycle circulation system; and a recreation area.

Strategic Park Plan (1999)

This intent of this plan is to provide implementation strategies for the recommendations of the 1992 Comprehensive Park Master Plan. The process included a significant public participation process to verify and update needs and priorities. From that process, goals and strategies were developed for a 15-year period, including guidelines for establishment of a Parks and Recreation Foundation and strategies for the acquisition and development of future park and recreation facilities. Among the priorities identified were the phased construction of an Indoor Recreational Center and improvements to outdoor pool facilities, implementation of the Linear Park Master Plan recommendations, continued improvements to Fairmont and Northeast Community Parks, and the general locations of additional park sites and sites for future acquisition.

Corporate Technology Park Master Plan & Comprehensive Plan Update (1998)

Finalized in 1998, this document provides guidance for the overall planning and layout for the new Corporate Technology Park, located west of the Manhattan Regional Airport. The document also provides guidance on marketing, and land use and development controls within the park.

Linear Park Master Plan, Phase II (1998)

The purpose of this plan was to provide routing recommendations and design guidance for the development of Phase II of the Linear Park trail system across the northern portions of the community, with linkages to school sites, commercial areas, and places of special interest in and around the city. In addition to the primary route, the plan calls for several secondary "neighborhood loops". Each segment was designed so that its route incorporates significant views and landscapes of the area. The secondary loops include: an extension from the Blue River Area to Tuttle Creek, a route along the Blue River through the Northview area, segments through the Seth Child Road and Anthony Middle School area, segments from the Top of the World north to Tuttle Creek Reservoir, and segments through Colbert Hills and within the residential area east of Scenic Drive. To support the proposed routes, the plan also provides a right-of-way acquisition plan and cost estimates for each trail segment.

Bicycle Master Plan—K.S.U. and City of Manhattan (1998)

This master plan, completed in 1998, developed jointly by K-State and the City of Manhattan, provides policy and design guidance for provision of bicycle facilities and infrastructure modifications, to accommodate and promote bicycle transportation and recreation in the community, both in existing areas and as a component of new development. The plan includes goals, recommended improvements, route maps, funding options and implementation guidance.

Fairmont Park Master Plan (1997)

This Master Plan was developed by Riley County and the City of Manhattan, following extensive flooding in 1993 at the northeast intersection of K-177 and the Kansas River. In conjunction with FEMA, Riley County purchased approximately 63 acres of the former residential land for open space purposes and combined their parcel with an additional 40 acres owned by the City. Working within stipulations of the FEMA buy-out and lease proposal, passive park uses (picnicking, walking, informal play spaces, etc…) and the preservation/conservation of the parks natural resources were identified as appropriate uses.

Storm Water Management Master Plan (1995)

Developed in 1995, this is a policy and implementation document which provides design guidance to developers, engineers, the Planning Board and public regarding alternative methods for addressing storm water runoff, and the planning and programming of storm water infrastructure in Manhattan.

Poyntz Avenue Corridor District Plan (1994)

This district plan was adopted on Feb. 1, 1994, by Ordinance No. 4839, as a part of the Comprehensive Plan. This focused district plan for the Poyntz Avenue Corridor was intended to build on the Land Use Element by providing corridor specific goals, objectives and implementation strategies. The Plan evaluated

past and present conditions related to land use, zoning and development issues, building age and condition, pedestrian and traffic facilities, historic structures, visual perceptions and non-conforming uses, to determine strengths and weaknesses and to identify actions to promote and build upon positive features of the corridor in its role as Manhattan's "Main Street."

Comprehensive Parks Master Plan (1992)

The Plan was developed as a ten-year guide for the development of parks, recreational facilities, and open space for the City of Manhattan. The plan's Priority Elements included: possible locations of future Neighborhood and Community Level Parks, responding to growth and deficiencies in the current system, recommended an increase in the number and usability of the City's Green Space and Natural Area parks, the expansion of the pedestrian and bicycle trail system as a means of alternative transportation, and the development of an Indoor Recreation Facility. In addition, the Plan recommended Plan Support Activities to include parkway development and city entryways and street tree planting and boulevard development.

Appendix C: Supplemental Utility Planning Information

Introduction

In conjunction with the Manhattan Urban Area Comprehensive Plan update, Olsson Associates was asked to prepare supplemental utility planning information for two portions of the Planning Area: the West US-24 Corridor and the Blue Township/East US-24 Corridor. Supplemental information for both areas is provided below.

West US-24 Corridor

Purpose

In conjunction with the Manhattan Urban Area Comprehensive Plan update, Olsson Associates was asked to perform an analysis on the Riley County Shops Lift Station for the West US-24 Corridor. A previous analysis, also performed by Olsson Associates, which determined the remaining capacity at the lift station, was summarized in a memo dated February 10, 2014.

The purpose of this summary is to outline future development areas near the lift station, and project the additional wastewater flows that they are anticipated to contribute to the Riley County Shops lift station. Also, utilization of rural water in the area will be reviewed for capacity as well as fire protection. In addition, the memo will estimate the amount of runoff that enters the lift station from the holding pond to the west, to help aid the County in coming up with a possible solution for diverting this water away from the lift station, opening up capacity to serve future growth.

This summary provides the following:

- The total area of the land that has been identified for potential development near the lift station, and the anticipated wastewater flows that the development will generate
- The additional development that the lift station may serve at its current capacity
- The additional development that the 4-inch force main may serve at its current capacity
- Options for serving future development at Seth Child Road with sewer
- Options for diverting storm water away from the lift station

Background Data

The Riley County Shops Lift Station is a duplex system consisting of dual end suction pumps. The pumps operate at 140 gallons per minute (gpm) at 99 feet of head. The lift station discharges into a 4-inch force main that empties into a City of Manhattan manhole approximately 5 miles away.

There is a maintenance facility west of the lift station that stores road salt, which slopes to a storm water basin, which then flows via gravity to the lift station.

There is a desire to build commercial and light industrial development north of the Riley County Shops (Option 5.B in the Comprehensive Plan).

STORM WATER INFLOW

The quantity of storm water entering the lift station from the salt facilities (outlined in yellow in Figure 1) was calculated using the Soil Conservation Service (SCS) method with the Hydraflow Hydrographs Extension for AutoCAD Civil 3D and Riley County IDF curves. The runoff was also calculated for the parking lot north of the salt facility area (outlined in green in Figure 1). There is a slight dip that diverts the water from the north parking lot to the east ditch along Marlatt, however, for large storm events it is possible the water is bypassing this dip and flowing into the salt facility area and holding pond. The dip is a maximum of 0.7 feet deep, according to survey information collected by Olsson Associates.

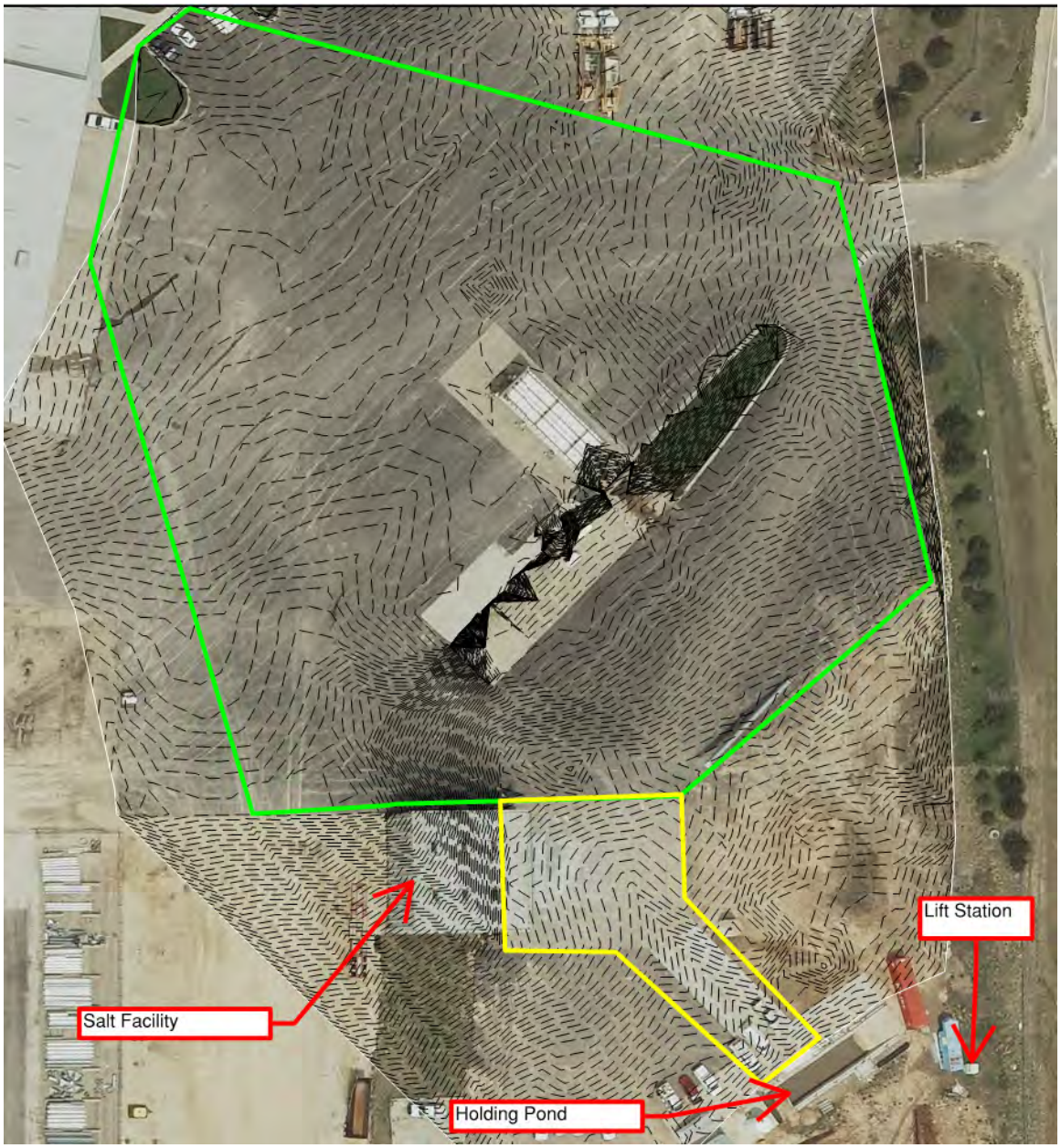


Figure 1-Study Area

The following parameters were used in each drainage area to calculate the total runoff:

	Yellow Paved Area	Green Paved Area
Drainage Area (Acres)	0.24	3.2
Curve Number	98	98
Basin Slope	0.02%	0.022%
Hydraulic Length (Ft)	160	600

The runoff rates and volumes were calculated as follows:

Yellow Paved Area						
EVENT	AVERAGE FLOW (CFS)	AVERAGE FLOW (GPM)	PEAK FLOW (CFS)	PEAK FLOW (GPM)	TOTAL VOLUME (CUFT)	TOTAL VOLUME (GAL)
1 year	0.032	14.36	0.69	309.69	2,801	20,953
10 year	0.049	21.99	1.052	472.17	4,342	32,480
25 year	0.058	26.03	1.232	552.96	5,113	38,248
50 year	0.064	28.73	1.362	611.31	5,670	42,414
100 year	0.073	32.76	1.543	692.54	6,441	48,182

Green Paved Area						
EVENT	AVERAGE FLOW (CFS)	AVERAGE FLOW (GPM)	PEAK FLOW (CFS)	PEAK FLOW (GPM)	TOTAL VOLUME (CUFT)	TOTAL VOLUME (GAL)
1 year	0.41	184.02	5.024	2,255	37,706	282,060
10 year	0.63	282.76	7.668	3,442	58,441	437,168
25 year	0.74	332.13	8.986	4,033	68,818	514,793
50 year	0.83	372.53	9.937	4,460	76,314	570,867
100 year	0.94	421.90	11.25	5,049	86,695	648,522

RUNOFF DIVERSION

As indicated earlier, runoff from the paved areas to the north and west enters the lift station via gravity flow after leaving a holding pond north of the facility. In order to increase capacity at the lift station, Riley County wishes to look at the possibility of diverting this runoff to a complete retention lagoon or into the nearby roadway ditch. Discussions with Kansas Department of Health and Environment (KDHE) have indicated that diverting the water into the roadway ditch is a possibility, but future investigation is necessary to determine that the water quality meets the KDHE requirements for discharging.

The City and County do recognize that it is undesirable to discharge stormwater inflow in the sanitary sewer system. Measures will be reviewed in the future as a suitable method to eliminate the stormwater inflow.

The existing holding pond is approximately 50 feet long, 15 feet wide, and 2 feet deep from the bottom of the pond to the entrance of the gravity flow pipe, however the total pond is about 5 feet deep. Using the 2 feet depth, the holding pond can accommodate 1,500 cubic feet of water or 11,221 gallons before it starts to discharge to the lift station, which is less than the 1 year storm quantity for the salt facility area. If the gravity pipe is blocked, the holding pond can accommodate 3,750 cubic feet of water or 28,052 gallons, which is slightly less than a 10 year storm.

Using the runoff volume for the yellow paved area, lagoon sizes were estimated. The lagoons were assumed to be concrete lined and no infiltration, additionally evaporation was not taken into account in order to provide a more conservative estimate. The first set of lagoon sizes were assuming a square lagoon with equal sides, 5 feet depth of water with an additional 2 feet of lagoon depth for a buffer. The second set of lagoon sizes assumed deepening the existing holding pond. See the tables below.

Square Lagoon Sizes					
Event	Water Depth (ft)	Lagoon Depth (ft)	Surface Area (sf)	Square - side length (ft)	Lagoon Volume (cuft)
1 year	5	7	560	24	3,921
10 year	5	7	868	29	6,079
25 year	5	7	1,023	32	7,158
50 year	5	7	1,134	34	7,938
100 year	5	7	1,288	36	9,017

Depth Needed at Existing Holding Pond					
Event	Existing Length (ft)	Existing Width (ft)	Surface Area (sf)	Needed Water Depth (ft)	Needed Lagoon Depth (ft)
1 year	50	15	750	4	6
10 year	50	15	750	6	8
25 year	50	15	750	7	9
50 year	50	15	750	8	10
100 year	50	15	750	9	11

The gravity sewer main that delivers flow from the holding pond to the lift station, according to the lift station record drawings, is eight inches in diameter, and is installed at a slope of 1.00%. Using the Manning Equation, and a Manning coefficient of 0.013, when the gravity line flows full, it flows at 542 gpm. Riley County staff have indicated that the lift station is unable to keep up with these high flows, presently during large rain events, as the capacity of the lift station is limited to the 140 gpm capacity of the pumps. Removing this source of flow into the lift station increases the lift station capacity significantly, as the total for all other sources was determined to only be 6 gpm in the previous memo. Currently, no backflow measures are in place preventing sanitary backup into this holding basin.

Another option to consider is covering the concrete apron in front of the salt storage building. If this is done, the runoff from the rest of the drainage area can be diverted around the lift station thus keeping the largest portion of the storm water from being pumped by the force main.

FUTURE GROWTH AREAS

Four locations were identified north and west of the Riley County Shops for future Commercial and Light Industrial Development. In addition, a 20 acre plot of land at Highway 24 and Seth Child road is included in this analysis.

Wastewater flows of 1,000 gpd/acre were assumed to estimate future wastewater flows as a result of the building in the four identified growth areas. In addition, the following other information is known about the lift station, as summarized in the previous memo:

- Existing Flows from the Riley County Shops: 6 gpm

- Maximum capacity of existing 4” force main: 290 gpm
- Remaining capacity of existing 4” force main (at Max. Capacity of current LS): 150 gpm
- Maximum Capacity at Lift Station: 140 gpm

The areas listed assume that the entire parcel of land may be built upon, and include areas that may already have buildings in place. Review of the topography in the vicinity has determined that portions of some of the growth areas drain away from the road, which may require substantial grading work and/or individual lift stations to collect and discharge wastewater into the sewer system. Storm water flows from the nearby salt facilities are not included in this analysis.

Growth Area	Area (Acres)	Estimated Flow (gpd)	Estimated Flow (gpm)
1	42.7	42,700	30
2	24.7	24,700	17
3	70.7	70,700	49
4	19.9	19,900	14
Subtotals	158.0	*158,000*	*110*
Riley County Shop		8,640	6
Grand Totals		**166,640**	**116**

ADDITIONAL DEVELOPMENT THAT THE LIFT STATION MAY SERVE AT ITS CURRENT CAPACITY

The lift station, in its current configuration, is limited in capacity by the size of its pumps, which are 140 gpm, with one of the pumps being a backup. The total estimated flow from the future growth areas and the existing Riley County Shops was determined to be 116 gpm. Subtracting this from the available capacity of 140 gpm leaves an additional 24 gpm of capacity at the lift station. Assuming wastewater flows of 1,000 gpd/acre, this indicates that the existing lift station can serve all of the planned development, as well as an additional 35 acres of land for future development at the same flow assumptions. This assumption is being made based on the stormwater that is taken off of the lift station.

ADDITIONAL DEVELOPMENT THAT THE 4-INCH FORCE MAIN MAY SERVE AT ITS CURRENT CAPACITY

The previous memo that Olsson completed determined that the existing 4-inch force main currently has 150 gpm of extra capacity available of the total 290 gpm. Subtracting the total estimated wastewater flows from 150 gpm indicates that with the anticipated flows from new development, there is still an additional 34 gpm of capacity left in the force main, equivalent to approximately 49 acres of developable land assuming 1,000 gpd/acre. Overall the area could develop within a total of 242 acres (158+35+49).

SEWERS TO SERVE SETH CHILD ROAD DEVELOPMENT

The Seth Child Road development site sits at an elevation of approximately 1172 feet. The nearest sewer system to this location, depicted in the Manhattan GIS System, is the force main that leaves the Riley County lift station, approximately 9,500 feet (1.8 miles) to the south, at Seth Child & Marlatt Road. The Riley County Shops lift station is approximately 9,950 feet (1.9 miles) west of the Seth Child development site. The wastewater flows from the Seth Child Road development were determined to be approximately 14 gpm. The force main was determined in the previous study to have an additional 150 gpm of remaining capacity, so the existing 4-inch force main is adequate to handle the additional flow from the future Seth Child Road Development. As indicated in the previous memo, if additional flow is to be injected into the force main, the controls at the new lift station should be set up such that additional flows are not entering the force main concurrent with existing flows traveling through the force main.

Building upon this location would require a 4-inch force main and two pumps, the lift station structure, an electrical connection, controls, and other miscellaneous work and equipment necessary to run the lift station.

Using the Hazen-Williams equation, a flow rate of 140 gpm (the same flow rate at the Riley County Shops lift station), and a C-Factor of 120, the following head loss conditions are calculated:

Route	Length(ft)	Calculated Head loss	Elevation at Seth Child	Elevation at end of force main	Elevation Difference	Total Head
West to Lift Station	9,950	164	1172	1344	172	336
South to Marlatt	9,500	157	1172	1292	120	277

Rural Water Evaluation

Currently, the area to be served by sanitary sewer is served with domestic water by RWD #1. The RWD purchases water from the City of Manhattan at the Colbert Hills water tower and a booster pump is installed near the Riley County Shops. The booster pump is 500 gpm and pumps to the RWD water tower on US-24 west of the county shops. Waterlines are 8" and 10" from the Colbert Hills tower to the RWD tower.

The development area can be served with domestic water without much of an issue. The RWD board would need to determine that the usage will not impact the system but overall this area is well served with larger pipes and a water tower.

Another issue that will take further investigation is fire protection and the use of fire sprinkler systems. The general requirements for sprinkler systems are 70 psi minimum pressure and 1,200 gpm at fire hydrants. The RWD has a position that they do not allow fire sprinkler systems or fire hydrants on rural waterlines and they cannot produce the requirements anyway. Riley County has expressed interest in talking to the RWD board about this issue and some options could be discussed. Those options could be:

- Riley county to construct another water tower or storage tank to obtain pressure and flows needed.
- A joint water tower owned by the County and RWD
- Construct a County owned waterline from the RWD tower with pump, meter at water tower (excess capacity of water tower unknown.
- Have each business that wants fire flow and sprinklers to purchase a 3" compound meter or storage tank
- RWD sell Riley County water for fire protection and build parallel water system.
- OR a combination of the above to provide adequate fire protection

Conclusion

Additional wastewater flows into the Riley County Shops lift station are limited to the available capacity of the pumps that are currently in place. The available capacity at the pumps indicates that the current lift station can serve the projected wastewater flows from all four growth areas, as well as an additional 35 acres of land.

Currently, the existing 4" force main can handle 290 gpm and is limited to a current lift station that is rated at 140 gpm. The current Riley County shop area is estimated currently to generate 6 gpm of wastewater without any storm water. The best option is to remove the storm water from the lift station and increase the size of the lift station as development occurs to the force main is maximized to its full capacity.

As the stormwater is removed the overall development area could reach a total of 242 acres. This is a sizable area that will enhance the growth of the region.

The storm water from Riley County Shops will need to be either diverted east to the ditch along Marlatt or held in a retention lagoon in order for the lift station to handle capacity of the future growth areas. Discussions with KDHE have determined that diverting the storm water into the roadway ditch would require a water quality analysis and KDHE approval before it would be allowed. Storm water north of the salt facility area is already flowing to the ditch, however,

for large storm events, it is possible this water is also flowing into the existing holding pond. Further investigation is necessary to determine the water quality of the storm water at the salt facility area if it is desired to discharge this water to the ditch. The estimated retention lagoon sizes given earlier will be able to retain the water for the specified storm events. The lagoon would be designed as a complete retention lagoon, which does not discharge to a body of water, and maintains its level based upon evaporation alone. In the case of several consecutive large storm events, the lagoon may need to be manually pumped out.

The Seth Child development area must be served by a lift station/force main due to the elevation difference between the site and both the nearest force main connection to the south, and the Riley County Shops lift station. The force main lengths are similar between the two sites, so both alignments have similar headloss conditions, but the elevation difference is greater between the Seth Child development and the Riley County Shops lift station, resulting in the need to use a pump with higher head conditions. Looking at the linear feet of force main required, and the need for a pump with higher head conditions, connecting a new force main to the existing one at Marlatt and Seth Child is the more desirable of the two options.

Future meetings will need to be set up with the RWD to discuss water in the development area.

Blue Township/East US-24 Corridor

Purpose

A preliminary analysis was performed to identify potential capacity deficiencies within the Blue Township sanitary sewer collection system.

Preliminary Information

Existing sewer main information was taken from the Blue Township Sewer District 2014 map. Basin areas were determined using this map and junction points of sewer mains. Potential areas of development as shown in the Manhattan Area 2035 Plan was considered.

Assumptions

Design data was taken from the Minimum Standards of Design for Water Pollution Control Facilities, Kansas Department

of Health and Environment (KDHE) 1978. Population for all residential areas was assumed to be 3 to 3.5 units per acre with 3 people per unit for a total of 10 people per acre. Usage for residential areas was assumed to be 100 gallons per capita per day. Industrial and commercial areas were grouped together based on light industrial use. 1,000 gallons per day per acre was used for both commercial and industrial land use, even though KDHE suggests 5,000 to 10,000 gallons per day per acre. A peak hour factor of 3.0 was provided.

SLOPES REQUIRED FOR V= 2fps FOR FULL AND HALF FULL FLOW n=0.013	
Pipe Diameter (inches)	Slope (%)
10	0.248
12	0.194
15	0.145
18	0.114
21	0.092
24	0.077
27	0.065
30	0.057
33	0.051
36	0.045

Pipe capacities were computed using Manning's Equation and the minimum allowable slopes provided in Table 1 by

KDHE. Existing slopes were unknown so minimum slopes has to be used for this analysis.

Results, Existing Development

The existing developed area was divided into 10 basins as shown in Figure 1. Basin flows were calculated using the design assumptions above. Collective flows were calculated at the 6 points shown in Figure 1 and compared to the estimated capacity of the sewer main at those points. Percent of capacity utilization for average and peak hour flows is shown in Table 2.

Point	Basins	Pipe Diameter (inches)	Avg Flow (GPM)	Peak Hour Flow (GPM)	Capacity (GPM)	% Capacity Utilized Avg Flow	% Capacity Utilized Peak Hour Flow
1	A-B	18	294	881	1592	18%	55%
2	A-D	18	450	1351	1592	28%	85%
3	A-F	21	502	1507	2157	23%	70%
4	A-I	24	685	2055	2817	24%	73%
5	J	18	41	122	1592	3%	8%
6	A-J	27	726	2177	3544	20%	61%

Results, Manhattan Area 2035 Plan

The development area identified was divided into 16 basins as shown in Figure 2. Basins A3, B2, B3, and J1 were added to the basins in Figure 1. Basin B from Figure 1 was divided into basins B1 and A2 to account for the flow east of Excel Road that would be directed into the planned transmission line that is noted on Figure 2. Basin flows were calculated using the design assumptions above. Collective flows were calculated at the 6 points shown in Figure 2, the same 6 points from Figure 1, and compared to the estimated capacity of the sewer main at those points. Percent of capacity utilization for average and peak hour flows is shown in Table 3.

Table 3: Existing System Capacity, Manhattan Area 2035 Plan

Point	Basins	Pipe Diameter (inches)	Avg Flow (GPM)	Peak Hour Flow (GPM)	Capacity (GPM)	% Capacity Utilized Avg Flow	% Capacity Utilized Peak Hour Flow
1	A_1, A_2, A_3	18	1365	4094	1592	86%	257%
2	A_1, A_2, A_3, C, D	18	1521	4564	1592	96%	287%
3	A_1, A_2, A_3, C-F	21	1573	4720	2157	73%	219%
4	A_1, A_2, A_3, C-I	24	1756	5268	2817	62%	187%
5	J_1, J_2, B_1-B_3	18	1173	3518	1592	74%	221%
6	A-J	27	2929	8786	3544	83%	248%

Conclusions

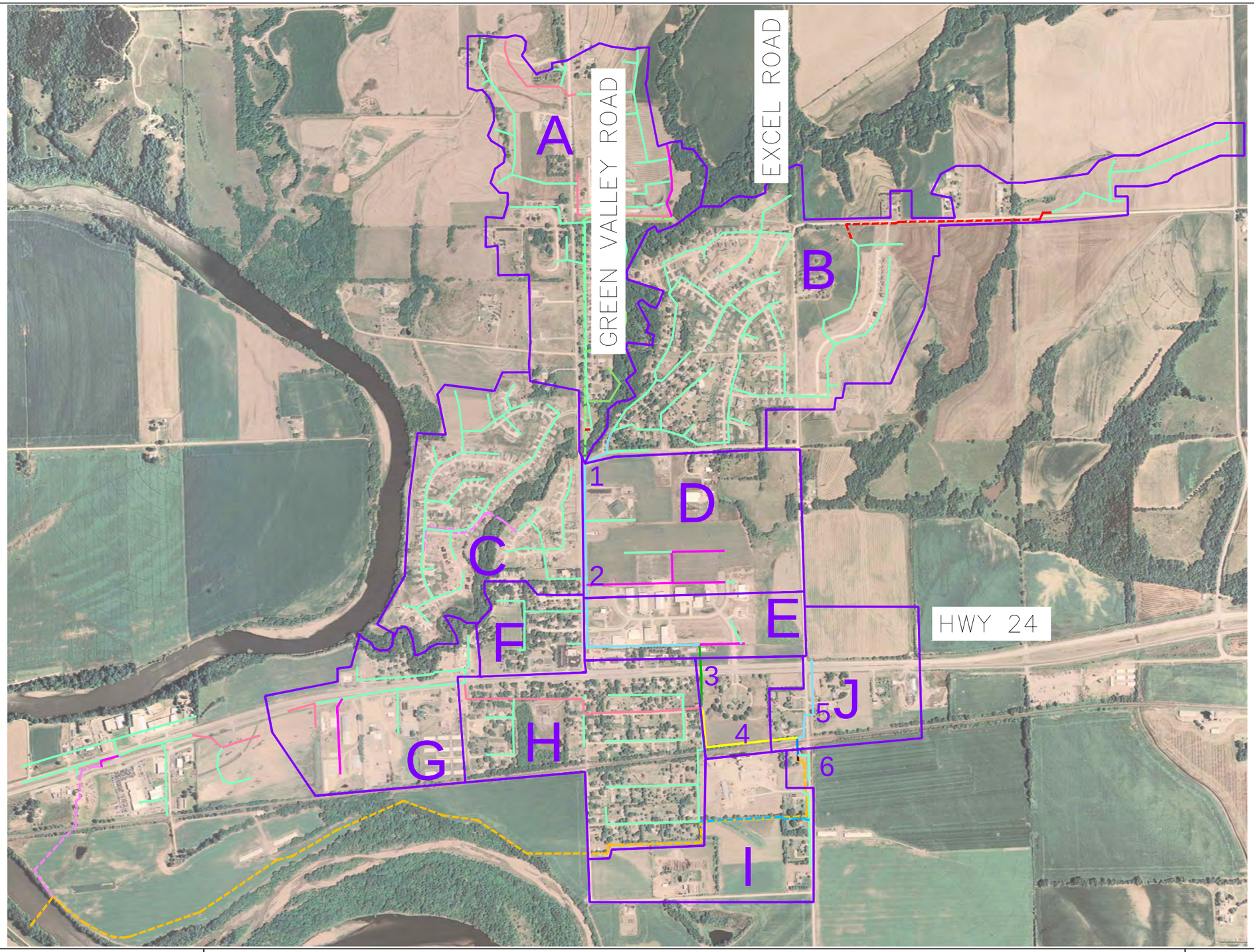
Under the assumptions made above, the existing collection system appears to have sufficient capacity to support the existing township. Under the assumptions made above for the areas designated in the Manhattan Area 2035 plan, the system does not appear to have the capacity to support the proposed future development. Several points in the

collection system have the potential to approach 200% of available capacity at peak hour conditions.

This analysis relied entirely on design data. Further investigation is recommended to more accurately identify existing flows and pipe capacities.

The condition and slope of the existing sanitary sewer pipes and inflow and infiltration play a big role and will impact this analysis and a future study is needed. Flow monitoring should also be considered to determine current capacity of the lines.

A further study is needed to determine future growth areas for new sanitary sewer mains and proper sizing is will lead the county past 2035.



LEGEND

BASIN BOUNDARY

SEWER

- FORCE MAIN, 1.5
- FORCE MAIN, 4
- FORCE MAIN, 6
- FORCE MAIN, 8
- FORCE MAIN, 14
- GRAVITY, 6
- GRAVITY, 8
- GRAVITY, 10
- GRAVITY, 12
- GRAVITY, 18
- GRAVITY, 21
- GRAVITY, 24
- GRAVITY, 27
- GRAVITY, 30

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PROJECT NO:	014-0024
DRAWN BY:	NDO
DATE:	8/20/14

BLUE TOWNSHIP SEWER DISTRICT 2014

OLSSON ASSOCIATES
301 S. 4th Street, Suite 110
Manhattan, Kansas 66502
TEL 785.539.6900
FAX 785.539.6901

FIGURE

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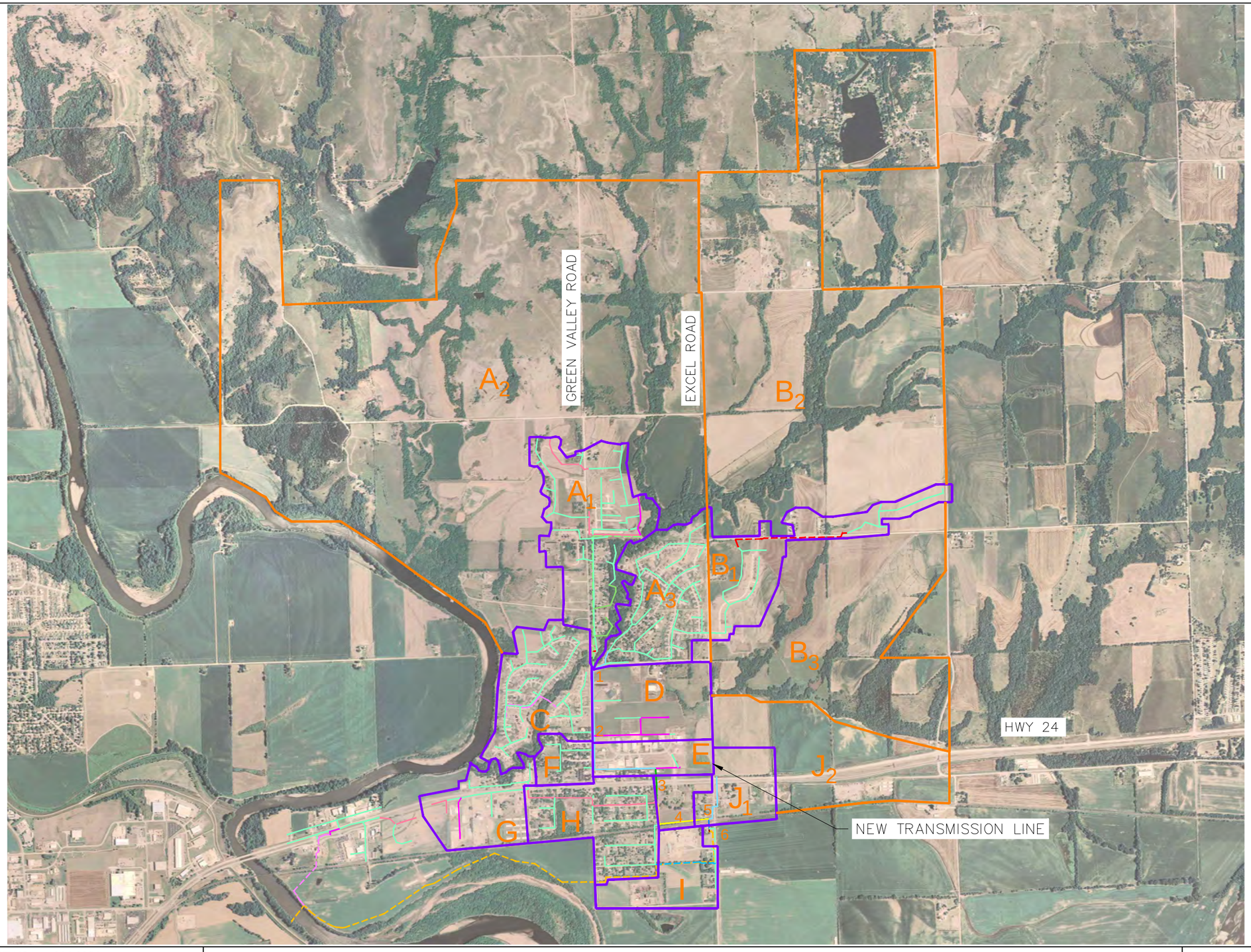

LEGEND

BASIN BOUNDARY
FUTURE BOUNDARY

SEWER

FORCE MAIN, 1.5
FORCE MAIN, 4
FORCE MAIN, 6
FORCE MAIN, 8
FORCE MAIN, 14
GRAVITY, 6
GRAVITY, 8
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Appendix D: Growth Capacity Comparison (2003-2015)

Background

As part of the 2015 update to the Manhattan Urban Area Comprehensive Plan, numerous changes were made to the Future Land Use Plan map. These changes reflect a significant expansion of the Planning Area and targeted adjustments to the map to reflect more detailed plans adopted for specific planning areas, the addition of new land use categories, and other updates to align the Plan with future growth expectations for the Manhattan Urban Area and community input received. The effects of these adjustments are reflected in the estimates contained in the two tables below.

Changes in Residential Growth Capacity Since 2003

Changes in residential growth capacity were impacted most significantly by the addition of the Blue Township Urban Growth Area and through targeted updates in the core area to accommodate a new Urban Core Residential Category adjacent to the KSU campus and expansion of areas designated for Residential High Density. The summary below does not reflect opportunities for residential as part of mixed-use developments.

Land Use Category	2003 Acres (Total)	2015 Acres (Total)	% Increase	Capacity Increase (du)**
Urban Core Residential (new category)*	--	14	n/a	2, 200+/-
Residential High Density	372	529	30	
Residential Medium to High	1,040	1,094	5	
Residential Low to Medium	5,602	9,158	39	10,000+/-
Rural Residential	3,340	331	0	
Total:	**10,354**	**14,126**		**12,200+/-**

*Areas designated for Urban Core Residential were formerly designated as Residential High Density

**Capacity estimates are based on reduced acreages (varies by category) to account for infrastructure needs, right-of-way, and other development constraints.

Changes in Non-Residential Growth Capacity Since 2003

Changes in non-residential growth capacity were impacted most significantly by the incorporation of expanded employment and commercial opportunities in the Eureka Valley and West US-24 Corridors.

Land Use Category	2003 Acres (Total)	2015 Acres (Total)	% Increase
Central Core District	140	156	10
Community Commercial	957	1,402	32
Neighborhood Commercial	113	88	-29
Industrial	1,780	2,149	17
Office/Research	507	507	0
Service Commercial*	--	664	--
Total:	**2,990**	**4,966**	**60**

*Areas designated for Service Commercial were previously designated as Industrial.

Appendix E: Trends and Forces Report

Manhattan Area 2035

BUILDING OUR FUTURE...TOGETHER.

Appendix E: Trends and Forces Report

MANHATTAN URBAN AREA COMPREHENSIVE PLAN UPDATE

July 2014

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Introduction

ABOUT MANHATTAN AREA 2035

Manhattan Area 2035 is a coordinated effort of the City of Manhattan in partnership with Riley and Pottawatomie Counties, to update the Manhattan Urban Area Comprehensive Plan and the Manhattan Area Transportation Strategy (MATS).

The Comprehensive Plan is a policy document addressing a number of topics relating to land use and growth management, housing and neighborhoods, economic development, mobility and transportation, natural resources and environment, parks and open space, regional coordination, public facilities and services, community design, and historic preservation. The primary emphasis of the document is to provide long-range guidance to property owners, citizens, and decision makers on where and how the community should grow in the future.

The Manhattan Area Transportation Strategy (MATS) is the long-range transportation plan for the Manhattan urbanized area. It contains goals, objectives, policies, and strategies to address all aspects and modes of transportation, including roadways, public transit, pedestrians, bicyclists, and public parking.

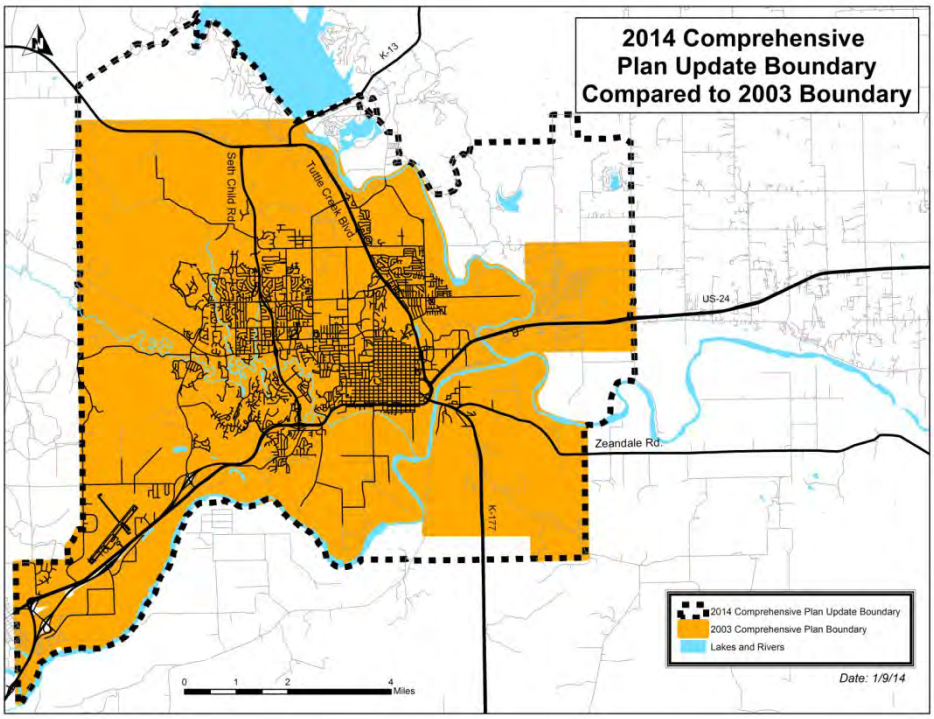
More than ten years have passed since the adoption of the Manhattan Urban Area Comprehensive Plan (2003) and Manhattan Area Transportation Strategy (2000). The Manhattan Area 2035 process provides an opportunity for the community to revisit both plans to evaluate key accomplishments as well as areas for improvement. It also provides an opportunity to review current trends and conditions, explore new issues and opportunities, and ensure recommendations are aligned with the community's vision and goals for the future.

An important addition to the 2014 process is the involvement of Pottawatomie County. Opportunities for future growth outside of the City of Manhattan and into adjacent portions of both Riley and Pottawatomie Counties will be explored as part of the process; therefore, involvement of residents, property owners, businesses within the Planning Area, and elected officials from both counties will be essential. Updating the Comprehensive Plan and MATS as part of a joint planning process is another distinctive feature of this effort.

PLANNING AREA

The Planning Area boundary for the Manhattan Area 2035 effort contains approximately 93 square miles and includes the City of Manhattan, and areas within unincorporated Riley and Pottawatomie Counties that are influenced by the City. The boundary for the 2003 Comprehensive Plan included a smaller portion of Pottawatomie County. In 2014, the Planning Area Boundary was expanded to encompass a greater portion of the area influenced by the City of Manhattan, including expanded portions of Riley and Pottawatomie Counties. Specifically, as illustrated in Map 1 below, the 2014 boundary has been modified to include areas north of Tuttle Creek Boulevard (US 24), a greater portion of Blue Township to the east of the City, and squares off the southern edge.

Map 1: Planning Area Boundary 2003 and 2014



TRENDS AND FORCES REPORT OVERVIEW

This document, the *Trends and Forces Report*, is the first major work product of the Manhattan Area 2035 effort. Its purpose is to inform the planning process about key facts and influences that make the community the place it is today and that may shape the future. The report is intended to establish a common baseline of information for community members and the planning team to use throughout the process, and to eventually be folded in to the updated Comprehensive Plan. Moreover, this report is designed to function as a stand-alone document that can be distributed to those who are interested in learning about the trends and opportunities in the Manhattan Area.

The components of this report include the following:

- **Report Card** – This section summarizes the status of implementation and achievements of the original 2003 Comprehensive Plan. In addition to these key areas of progress, this section highlights potential areas for improvement and major trends that will likely influence the 2014 Update.
- **Community Profile** – This section summarizes relevant data, existing conditions, and future projections across a range of topics. It is intended to provide a concise profile of planning-related issues and opportunities across the Manhattan Area.
- **Inventory Maps** – These maps supplement the data and analysis contained within the Community Profile and add geographical context to the discussion of current and future trends and forces.

MAJOR STUDIES AND PLANNING INITIATIVES COMPLETED SINCE 2003 OR CURRENTLY UNDERWAY

Some of the many recent studies and planning initiatives that have directly contributed to the implementation of the Comprehensive Plan—or will upon completion—are listed below:

COMPLETE

- Aggieville Campus Edge Plan adopted (2005)
- Bicycle Master Plan (1998)
- Downtown Tomorrow Redevelopment Plan (2000)
- Eureka Valley – K-18 Corridor Plan (2013)
- Flint Hills Joint Land Use Study (2005)
- Flint Hills Regional Growth Plan and Joint Land Use Study (2008)
- Gateway to Manhattan Plan Update (2011)
- Joint Land use Study – Fort Riley and Surrounding Communities (2005)
- Sanitary Sewer Collection System Master Plan Update (2009)
- Stormwater Management Master Plan (1995)
- Traditional Neighborhood Study (2000-2013)
- Transit Plan Update (2010)
- US-24 Corridor Management Plan (2009)
- Users Guide to the Multi-family Redevelopment Overlay District (2010)
- Water Distribution System and Sanitary Sewer Collection System Master Plan Update (2003)
- Wildcat Creek Floodplain Management Plan (2013)

CURRENTLY UNDERWAY OR PLANNED

- Big Blue River Floodplain Management Plan (being initiated)
- Metropolitan Transportation Plan (anticipated to begin Spring 2014)

2014 Report Card

In order for a Comprehensive Plan to remain relevant and useful, it is necessary as part of an update to review what has been accomplished and what challenges remain. In addition to establishing a vision for growth and supporting goals, guiding principles, and policies, the 2003 Manhattan Area Comprehensive Plan ("2003 Plan") recommended a range of actions to implement and achieve the policies. This Report Card examines how the 2003 Plan has been implemented since it was adopted by the City of Manhattan and Riley County, focusing first on key areas of progress, then on areas for improvement.

A detailed status report on each action plan item is provided in the appendix of this report.

KEY AREAS OF PROGRESS

This section provides a brief overview of the significant progress made over the last decade. Examples include specific actions that have been successfully implemented or are well underway.

Urban Service Area Coordination and Management

The 2003 Plan placed a strong emphasis on managing the location and timing of urban development to promote efficiency in the provision of new infrastructure and services and to maintain existing levels of services in established areas. To support these objectives, the following steps have been taken:

- **Urban Service Area Monitoring**: The City has completed annual assessments of the Urban Service Area and facilitated review and periodic analysis with the counties.
- **City/County Coordination:** Ongoing coordination between the City and counties on rural development and utility agreements has occurred.
- **Service Agreements:** Utility service agreements between the City and Riley and Pottawatomie Counties, Riley County Water District #1, Pottawatomie County Rural Water District #1, Blue Township, and Konza Sewer and Water (K-177 corridor) have been put into place, expanding the City's role as a regional service provider.
- **Utility Requirements:** Public water and wastewater systems are required for all new development within the Urban Service Area.
- **Review of Annexation Proposals:** The City has conducted fiscal impact analysis of annexations on a case-by-case basis.

Protection of Natural Resource Areas

As part of the 2003 Plan process, citizens expressed a strong desire to see the City and County implement stronger measures to preserve sensitive natural areas and to ensure that development occurs in an environmentally responsible manner. Significant steps have been taken or are currently underway to support the protection of natural resources within the planning area:

- **Enhanced City Regulations:** Regulations to restrict development in environmentally sensitive areas and natural hazard areas—including slope criteria, stream bank setbacks, and enhanced floodplain regulations—are currently being developed by the City.
- **Enhanced Riley County Regulations:** Riley County implemented riparian buffer requirements.
- **Floodplain Management Planning:** The City and Riley County developed and adopted the Wildcat Creek Floodplain Management Plan. An effort to develop a floodplain management plan for the Big Blue River has been initiated. This is a joint effort between the City of Manhattan, Riley County, and Pottawatomie County.

Regional Collaboration and Initiatives

As a joint effort between the City of Manhattan and Riley County, the 2003 Plan established a strong foundation for regional coordination both within the bounds of the Planning Area and with other entities throughout the region. With this foundation as a guide, numerous steps have been taken over the last ten years to foster enhanced collaboration on a variety of growth related issues:

- **Regional Coordination and Planning:** The Flint Hills Regional Council, Flint Hills Metropolitan Planning Organization (MPO), and Wildcat Creek Watershed Working Group and Management Plan were created. In addition, the Flint Hills Regional Growth Plan and Joint Land Use Study were developed.
- **Planning Board Jurisdiction:** The City initiated ongoing discussion with both counties about revising the Manhattan Urban Area Planning Board's jurisdiction to cover the entire Comprehensive Plan area.
- **Regional Data Sharing:** The City and Riley County have continued to collaborate with other local agencies to

utilize GIS and other emerging technologies for regional data sharing and cost savings.

- **Land Supply Monitoring:** The City has conducted ongoing monitoring of land absorption and available supply of finished sites and raw land suitable for residential, commercial, office/technological, industrial service and industrial development.

Infill and Redevelopment in Priority Areas

Infill and redevelopment activity in key areas of the City has increased over the past decade, consistent with the 2003 Plan and supporting area-specific plans. Notable efforts include:

- **Downtown Redevelopment:** Implementation of the Downtown Tomorrow Redevelopment Plan, through which targeted redevelopment areas were identified, incentivized and redeveloped.
- **Incentives and Tools:** Use of a variety of tools to support reinvestment in the North and South Downtown redevelopment areas, including Tax Increment Finance (TIF), Transportation Development Districts (TDD), and Star Bonds.
- **Aggieville Revitalization:** Adoption of the Aggieville Campus Edge Plan in 2005 and the initiation of the Plan's implementation (mixed-use north of Bluemont in progress).
- **Neighborhood Infill and Redevelopment Standards:** Completion of the Traditional Neighborhood Study and adoption/implementation of Multi-Family Redevelopment Overlay (M-FRO) and Traditional Neighborhood Overlay (TNO) standards to promote compatible infill and redevelopment in established neighborhoods near K-State. Since implementation of the M-FRO District over 46 apartment buildings with more than 460 dwelling units have been constructed in the targeted area east of campus.

Enhanced Standards for Development

The 2003 Plan included a number of recommendations to enhance the quality of future development and promote a strong community identity. A variety of steps have been taken to support this objective:

- **Targeted Code Updates:** Targeted updates to the City's Zoning and Subdivision regulations have been made, as needed, to align them with Comprehensive Plan policies for urban and rural residential land uses, development with a mix of uses and densities, multi-modal connectivity, roadway design, and Office/Research Park and Industrial development.
- **Aggieville PUD Standards:** Aggieville Campus edge mixed-use Planned Unit Development (PUD) standards were developed.
- **Sidewalk Dining Standards:** A sidewalk dining ordinance for Aggieville and Downtown was adopted to support the ongoing revitalization of these areas.
- **Additional efforts currently underway:**
  - ✓ Pedestrian-oriented commercial standards; and
  - ✓ Corridor overlay standards for Office/Research Park and Industrial Development and gateway design standards for the Gateway and Eureka Valley K-18 corridors.

Improved Transportation Safety and Expanded Multi-Modal Options

In conjunction with the Manhattan Area Transportation Strategy (MATS), the 2003 Plan included recommendations to support a more balanced multi-modal transportation system. Major roadway enhancements have been completed along the Eureka Valley/K-18 Corridor and are underway in several other locations. In addition, there have been numerous steps to increase multi-modal options:

- **Transit Implementation Plan:** This Plan has been updated and implemented in part by aTa. Service has shifted from strictly demand responsive service in 2003 (less than 20,000 rides) to fixed route and demand responsive service, and ridership increased to 270,000 rides in 2013.
- **Traffic Calming:** Traffic calming techniques to reduce negative traffic impacts in neighborhoods have been implemented where appropriate in development, such as along the west edge of the Downtown redevelopment areas.
- **Pedestrian and Bicycle Initiatives:**
  - ✓ A Future Trails and Pedestrian/Bicycle Connectivity map has been drafted as a joint effort between the City's Parks & Recreation, Public Works and Community Development departments.
  - ✓ A Sidewalk Gap map has been developed and sidewalk gaps are being filled incrementally using CBDG funds and a Safe Routes to Schools grant.

- ✓ Bicycle infrastructure, such as the recently implemented Bike Boulevard, is being developed through the Bicycle Master Plan. In addition, the Bicycle Advisory Committee has prepared an updated Bicycle Route Map.
- **Bike Community Rating:** The City was awarded a Bronze Level Bike Community rating from the League of American Bicyclists in 2012, one of only two Kansas communities to receive this honor.
- **Interconnectivity:** New development is required by the Manhattan Urban Area Subdivision Regulations to provide an interconnected street and sidewalk network with adjoining areas.

Open Space Conservation

To support the continued expansion of the City and County's robust system of parks and natural areas within the Planning Area, the 2003 Plan provided several key recommendations to support ongoing acquisition and improvements. Progress has been made in the following areas:

- **Conservation and Drainage Easements:** The City is exploring the use of conservation easements and other private sector tools for environmentally sensitive areas and open space preservation. In addition, conservation and drainage easements have been utilized in appropriate areas in some subdivisions and development plans.
- **Lee Mill Heights Park:** a 78.66 acre park along the south side of Miller Parkway was established through a combination of voluntary dedication and land purchase.

AREAS FOR IMPROVEMENT

Areas where limited progress has been made since adoption of the 2003 Plan are summarized below. These include action strategies that were not initiated, as well as strategies where incremental steps have been taken but opportunities for improvement remain. It will be beneficial to revisit these ideas during the 2014 Update to confirm whether they are still community priorities for the future.

Comprehensive Growth and Annexation Strategy

The 2003 Plan recommended development of an annexation plan for the priority growth areas and development of a fiscal impact model to support it.

- **Annexation Plan:** A proactive annexation plan has not been developed. However, recent updates to the Gateway Plan and Eureka Valley K-18 Corridor Plan do provide policy statements to this effect.
- **Fiscal Impact Model:** The City has analyzed the fiscal impacts of proposed annexations on a case-by-case basis; however, a model has not yet been developed in concert with the City's Finance Department.

Open Space Dedication and Acquisition

As noted above, the 2003 Plan provided several key recommendations to support ongoing acquisition and improvement of parks and open space amenities within the Planning Area. The following recommended actions will require additional discussion as part of the 2014 Update:

- **Dedication Requirements:** Although the City has successfully negotiated voluntary dedication of some open space areas within developments, specific open space dedication requirements for private development have not been developed or adopted.
- **Acquisition and Improvement Fund:** An open space acquisition and improvement fund has not been established.

Expanding Housing Options

The 2003 Plan included a variety and policies to increase the overall mix of housing types and costs within the planning area. While significant progress has been made in some areas, opportunities remain to further support these objectives:

- **Affordable Housing:** The City has supported and assisted tax credit housing applications and developments throughout the community, coordinated with Manhattan Housing Partnership activities, and waived certain fees; however, affordable housing production could be further supported by:
  - ✓ Working with private landowners to identify and maintain a range of available sites for affordable housing in the city, and facilitate getting sites pre-zoned;
  - ✓ Working with non-profit organizations and developers to increase supply of affordable housing; and
  - ✓ Providing incentives for the development of affordable housing.

- **Mix of Housing Types:** Housing diversity has increased in core areas of the community through ongoing revitalization efforts in Downtown, Aggieville, and other core area neighborhoods as well as in neighborhoods in the vicinity of Eisenhower Middle School in the northeast and along Scenic Drive in the southwest. However, new neighborhoods in some areas of the Planning Area are comprised primarily of single-family, detached homes, and in some cases single-family attached, duplex and town homes. Identifying and addressing potential barriers to achieving a mixture of housing types and densities in residential neighborhoods on a broader basis should be considered.

Maintaining Neighborhood Quality

While a number of specific steps have been taken to address issues of infill compatibility and neighborhood stability since 2003, challenges remain:

- **Neighborhood Infill Location and Compatibility:** While standards to address higher-intensity infill and redevelopment in older neighborhoods were implemented through the TNO and M-FRO and have been amended over time to address targeted issues, concerns about the intensity and design of housing that has been built persist for many residents in the surrounding neighborhood. In addition, pressure for higher intensity residential in these and other areas near K-State remain.
- **Rental Inspections:** A key action recommended by the 2003 Plan was to identify and foster initiatives to maintain and enhance the quality of life in existing neighborhoods. As a result, the City undertook a lengthy process to explore and implement a Rental Inspection program. However, after a short period, this program was dismantled and many challenges associated with the City's high percentage of rental properties remain.

Incentivizing Historic Preservation

Since 2003, significant work has been done to support the identification of important historic and cultural resources in the community. However, limited progress has been made on the development of tools and incentives to encourage improvements to historic properties:

- **Tools and Incentives:** Identify and utilize incentives for the preservation and rehabilitation of historic buildings, districts, and sites.

MAJOR TRENDS AND FORCES INFLUENCING THE 2014 UPDATE

In addition to building on the achievements and progress of the 2003 Comprehensive Plan, the 2014 Comprehensive Plan Update effort ("2014 Update") will address a range of emerging trends and explore new issues and opportunities. A summary of the major trends and forces that will likely shape the 2014 Update is provided below. More topic-specific data and detailed discussion of opportunities and trends is provided in the Community Profile.

Growth and Land Use

By 2035, the Planning Area population could grow to more than 80,000. This growth will generate high demand for residential and commercial and employment uses. The Comprehensive Plan will continue identify a full range of future land uses and where suitable areas for growth are located. In addition to updating the Future Land Use Map, the 2014 Update will address the following growth and land use-related topics:

- Developing updated growth projections for the Planning Area that reflect current growth projections and plans for Fort Riley, Kansas State University, and the City and Counties.
- Determining where and how growth can be accommodated and defining future land use designations in the areas where the boundary has been expanded.
- Reviewing Kansas State University's long-term plans for campus land use and growth (including plans for the National Bio and Agro Defense Facility (NBAF) and the relocation of the Kansas Department of Agriculture) and exploring how those plans may influence the surrounding community.
- Identifying opportunity areas for higher density infill and redevelopment, particularly for off-campus student housing.

Housing and Neighborhoods

The 2003 Plan emphasized maintaining the high quality and established character of existing neighborhoods, developing new neighborhoods that contain a variety of housing types and densities, and promoting compatible infill and redevelopment. These factors will likely remain key drivers in the 2014 Update, especially since the area's

current housing stock is comprised of approximately 43% single-family detached units, and more than half of the City's homes are renter-occupied. The following housing and neighborhood-related forces are also likely to influence the 2014 Update:

- Providing opportunities for the types of housing that meet the needs of current and future generations (e.g., older adults, young professionals, single person households).
- Expanding opportunities for quality and affordable housing.
- Determining how much additional off-campus student housing is needed and where should it be located.
- Identifying which established neighborhoods are threatened by encroaching, higher intensity development or other incompatible development, and identifying possible strategies and tools to protect them.
- Supporting neighborhood stability and maintaining a high quality of life for residents amidst a large proportion of rental units.

Economy and Economic Development

The national economic climate has changed dramatically since the 2003 Plan, and communities are facing strong competition for attracting and expanding employment opportunities. Focus for the 2014 Update will remain on supporting the area's major public sector employers (which employ more than 14,000 in Riley County and Pottawatomie Counties), including Fort Riley, Kansas State University, City and County governments, and the School District. However, it is critical that the 2014 Update will also address some emerging economic forces and economic development opportunities for expanding private sector employment, including the following:

- Growing the economy and diversifying the economic base beyond government jobs.
- Supporting the region's economic development and target industry initiatives.
- Balancing demand for industrial and residential land in urbanizing areas.
- Understanding and addressing the potential spinoff employment, land use, transportation, and other related issues and opportunities associated with the future National Bio and Agro Defense Facility (NBAF) and the Animal Health Corridor.
- Assessing the retail market to determine if the community is reaching a size that could support additional regional commercial development in other areas beyond downtown.

Transportation and Mobility

Major transportation and mobility-related themes from the 2003 Plan included connectivity, efficiency, coordination with land uses, and multi-modal opportunities. In addition to those themes, major areas of emphasis related to transportation and mobility for the 2014 Update will likely include the following:

- Coordinating efforts with the Flint Hills Metropolitan Planning Organization (MPO).
- Identifying where new roadways are needed to enhance multi-modal connectivity between major activity nodes and emerging growth areas.
- Addressing the lack of east/west connectivity through Manhattan.
- Balancing roadway needs associated with new growth and the increasing demand and traffic on existing roadways.
- Addressing long term transportation infrastructure maintenance costs.
- Expanding transit service and support within the community and throughout the region by addressing existing gaps, increasing linkages to system, and identifying expansion needs.
- Enhancing bicycle and pedestrian routes and connectivity by addressing gaps in existing parts of the Planning Area and integrating new routes as new growth occurs.
- Managing parking demand in high activity areas such as Aggieville, neighborhoods near campus, and Downtown.

Utilities and Infrastructure

The 2003 Plan emphasized cost-effective and efficient provision of services and encouraged coordination of utility services and infrastructure in urbanizing areas. While much work has been accomplished in this arena, additional utilities and infrastructure-related issues and opportunities remain. Some topics likely to be addressed in the 2014 Update include the following:

- Exploring how infrastructure improvements in the Planning Area should be funded.
- Addressing variations in development standards across jurisdictions and eras of development.

- Understanding where existing infrastructure has the capacity to support additional urban growth and intensification and where upgrades are necessary.
- Addressing what system expansions or improvements are needed to support new growth in County areas, particularly along the Highway 24 corridor and in Blue Township.
- Developing a system model to identify current and future storm water system needs.
- Minimizing potential flooding risk in developed and newly developing areas, and integrating recently revised flood hazard maps into development planning and capacity estimates.
- Incorporating the future conditions model into the Flood Insurance Study (FIS) and Digital Flood Insurance Rate Maps (DFIRM).

Parks, Recreation and Natural Environment

The Planning Area contains approximately 890 acres of parkland and 357 acres of natural resource areas. These parks and recreation opportunities contribute greatly to the community's high quality of life, and will likely become an area of increased focus and attention in the 2014 Update. Likewise, the continued conservation of natural resources and health of the natural environment remain important community priorities. Additional needs to be addressed in the 2014 Update will likely include the following:

- Addressing future parks and recreation demands, especially in new growth areas and identifying funding options.
- Improving connections to and between existing facilities.
- Balancing the demand for new amenities with the need for maintenance and enhancement of existing parks, recreation, and natural resources.

Outreach and Coordination

Like the process for the 2003 Plan, the 2014 Update will include extensive opportunities for public engagement and collaboration with the many organizations that influence the Manhattan area. Additional areas of emphasis for the 2014 Update process will include:

- Engaging younger residents, young professionals, and future leaders in the planning process.
- Enhancing and leveraging collaboration among the different local and regional entities.
- Publicizing and spreading the word out about the Plan process to help foster participation.
- Incorporating new and non-traditional tools to encourage participation and engagement of different interest groups, with a particular emphasis on Internet-based tools.

Community Profile

OVERVIEW

This Community Profile provides an easy to follow summary of the state of the Manhattan Area today and the exploration of future trends and potential changes. The data and analysis contained within this Community Profile is not exhaustive, but rather it highlights key facts, figures, and trends that are likely most relevant to and influential in the planning process. Major topics addressed in this Community Profile include the following:

- Regional Influences
- People
- Housing & Neighborhoods
- Economy
- Natural Resources & Environment
- Land Use & Growth Management
- Utility Services
- Mobility & Transportation
- Parks & Recreation
- Arts, History & Cultural Resources
- Public Safety
- Community Health and Wellness
- Education

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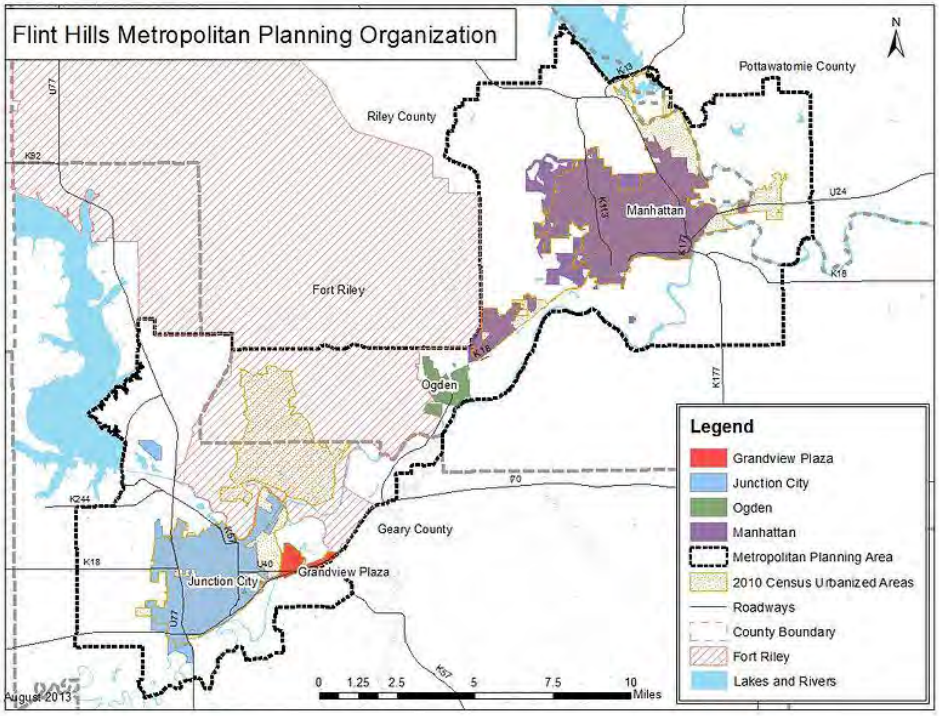
REGIONAL INFLUENCES

FLINT HILLS METROPOLITAN ORGANIZATION (FHMPO)

The Flint Hills Metropolitan Planning Organization (FHMPO or MPO) covers parts of Geary, Pottawatomie, and Riley County and the City of Junction City and the City of Manhattan (see Map 2). Federal law requires when any urbanized area population exceeds 50,000, a Metropolitan Planning Organization must be established to carry out the multimodal transportation planning for the metropolitan area. The Manhattan area exceeded this population threshold in the 2010 Census, and thus the FHMPO was designated by the State of Kansas in February 2013. The FHMPO is governed by a Policy Board made up of elected officials from the jurisdictions in the metropolitan area.

Map 2: Flint Hills Metropolitan Planning Organization



FLINT HILLS REGIONAL COUNCIL

The Flint Hills Regional Council is a voluntary service association of local Kansas governments from Clay, Dickinson, Geary, Morris, Riley, Pottawatomie and Wabaunsee counties and their respective municipalities and unincorporated areas. The Flint Hills Regional Council was formed in 2010 to provide service of mutual benefit to the region best gained from cooperation and partnership. The Flint Hills Regional Council provides leadership support and technical assistance across all government and civic sectors of these counties and beyond, as requested.

FLINT HILLS ECONOMIC DEVELOPMENT DISTRICT

The Flint Hills Economic Development District is a collaborative effort among seven counties that cover the Flint Hills region. A major focus of this district is the Flint Hills Frontiers Project. The project provides an opportunity for area interests to come together to coordinate resources, integrate programming and develop a Comprehensive

RELATED REGIONAL EFFORTS

FLINT HILLS MPO

- Metropolitan Planning Organization (MPO) designation and collaboration
- Flint Hills Transportation Plan (anticipated to begin Spring 2014)

FLINT HILLS REGIONAL COUNCIL

- Flint Hills Joint Land Use Study
- Flint Hills Frontiers Regional Planning Project
- Housing and Infrastructure Support
- Regional Housing Update
- 2011 Regional Housing Task Force Rental Summary

FLINT HILLS ECONOMIC DEVELOPMENT DISTRICT

- Comprehensive Economic Development Strategy
- Regional Economic Update Reports
- Regional Environmental Studies
- Regional Recreation Master Plan
- Regional Cultural Inventory

KANSAS STATE UNIVERSITY

- 2025 Campus Master Plan

OTHER REGIONAL EFFORTS

- K-18 Improvements
- US-77/K-18 Improvements
- K-177 Improvements

Economic Development Strategy (CEDS) that enhances and encourages economic opportunities while preserving the area's natural and cultural resources.

Flint Hills Regional Transit Administration

The Flint Hills Regional Council recently facilitated an interlocal agreement between jurisdictions for the creation of the Flint Hills Regional Transit Administration (FHRTA). The Manhattan Urban Area is eligible for urban transit funding through the Federal Transit Administration, and this agreement establishes the authority to receive those federal funds to be used for urban and regional transit services. Six entities are members of the FHRTA, including Geary County, Pottawatomie County, Riley County, City of Junction City, City of Manhattan, and Kansas State University.

Fort Riley

Fort Riley was established in 1852 along the Santa Fe Trail to protect settlers and travelers as they moved westward. In 1865, troops were stationed at Fort Riley to help protect the building of the Union Pacific Railway, and while many of the frontier forts in the area were later closed and abandoned, Fort Riley eventually became a training facility. In 1955, Fort Riley became home of the First Infantry Division of the Army, also known as the Big Red One. Fort Riley is a significant influence in the Manhattan Area that helps shape the region's housing demand, employment, and traffic, population, and land use patterns.

Kansas State University

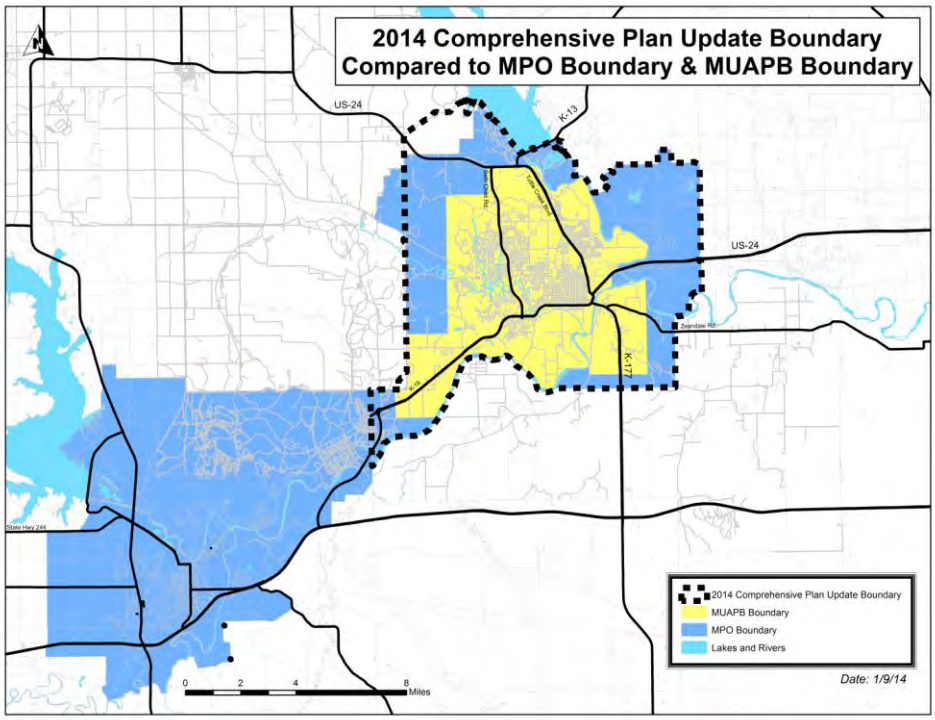
Kansas State University (K-State) was founded in 1863 as the country's first operational land-grant university. The University has campuses in Manhattan, Salina and Olathe and offers more than 250 majors and options in nine colleges, plus more than 107 academic programs offered through the Graduate School. More than 24,300 students from all 50 states and more than 100 countries attend the University. The university is also a research hub with more than 90 research centers and development of more than 200 patents. K-State is a major force that contributes greatly to the Manhattan Area's economy, cultural resources, land use patterns, demographics, and transportation and housing needs.

Manhattan Urban Area Planning Board

The Manhattan Urban Area Planning Board was created in March, 1976, through an inter-local agreement between the Manhattan City Commission and the Riley County Commission, to provide for coordinated planning within a jurisdictional area called the Manhattan Urban Area, which includes the Manhattan City limits and the surrounding urbanizing area. The focus of the board is to develop, adopt and update the Comprehensive Plan and other policy documents for the board's jurisdictional area, and formulation of Subdivision and Zoning Regulations for the area.

Map 3 highlights the differences between the 2014 Comprehensive Plan Boundary and the Manhattan Urban Area Planning Board boundaries, and shows them in context with the Metropolitan Planning Organization (MPO) boundary.

Map 3: Planning Area, MPO, and MUAPB Boundaries



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PEOPLE

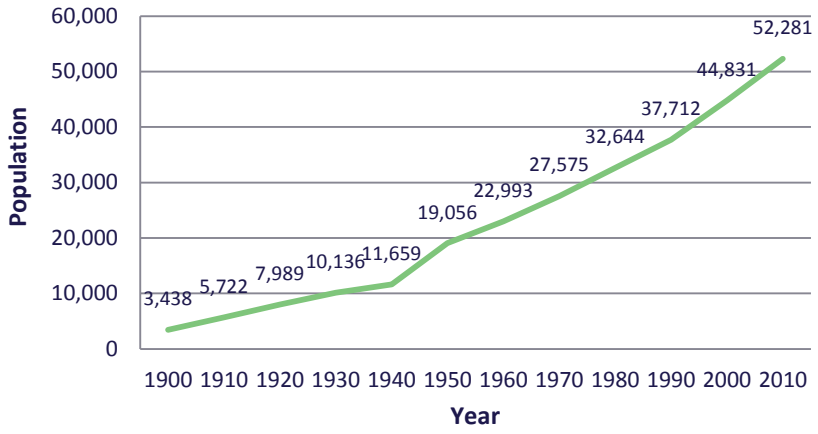
Population

Sources: Decennial Census, American Community Survey 2008-2012 5-Year Estimates, 2012 Fort Riley Economic Impact Summary, Governor's Military Council, Kansas State University.

City of Manhattan

- The 2012 population estimate for the City of Manhattan is 56,069 persons.
- The City's population has grown steadily over the past century and surpassed 50,000 persons in the late 2000s.

Figure 1: City of Manhattan Historic and Current Population



Planning Area

- The 2010 population for the entire Manhattan Planning Area was 59,299 persons. The 2012 estimated population for the Planning Area is 61,006.
- More than 95% of the 2010 population in the Planning Area was located in Riley County (56,580 persons). The Pottawatomie County portion contained 4.6%of the Planning Area's 2010 population (2,719 persons).
- The Pottawatomie County portion is growing at a faster average annual rate (5.98%) than the Riley County portion (1.27% annually) and the overall Planning Area (1.44% annually).

Figure 2: Observed Population (Census Blocks)

Year	Planning Area Total	Riley County Portion*	Riley County % of Planning Area	Pottawatomie County Portion*	Pott. County % of Planning Area
2000	51,405	49,890	97.1%	1,515	2.9%
2010	59,299	56,580	95.4%	2,719	4.6%
Absolute Change	7,894	6,702	-	1,192	-
Percent Change	15.36%	13.43%	-	78.68%	-
Avg. Annual Rate	1.44%	1.27%	-	5.98%	-

*includes properties within the City of Manhattan

ISSUES AND OPPORTUNITIES

Ongoing Growth

Moderate population forecasts indicate that the City of Manhattan could grow by nearly 16,500 persons by 2035. During the same time period, the Planning Area could grow by more than 18,000 persons to a population of almost 80,000. See the detailed population forecast methodology on page 18 for details.

Role of Special Populations

Two unique groups influence the area's population: Kansas State University students and Fort Riley employees and family members. Ongoing coordination with both institutions is needed to ensure the impacts of future growth—or contraction—on the area's housing market, economy, and other considerations are minimized.

ISSUES AND OPPORTUNITIES

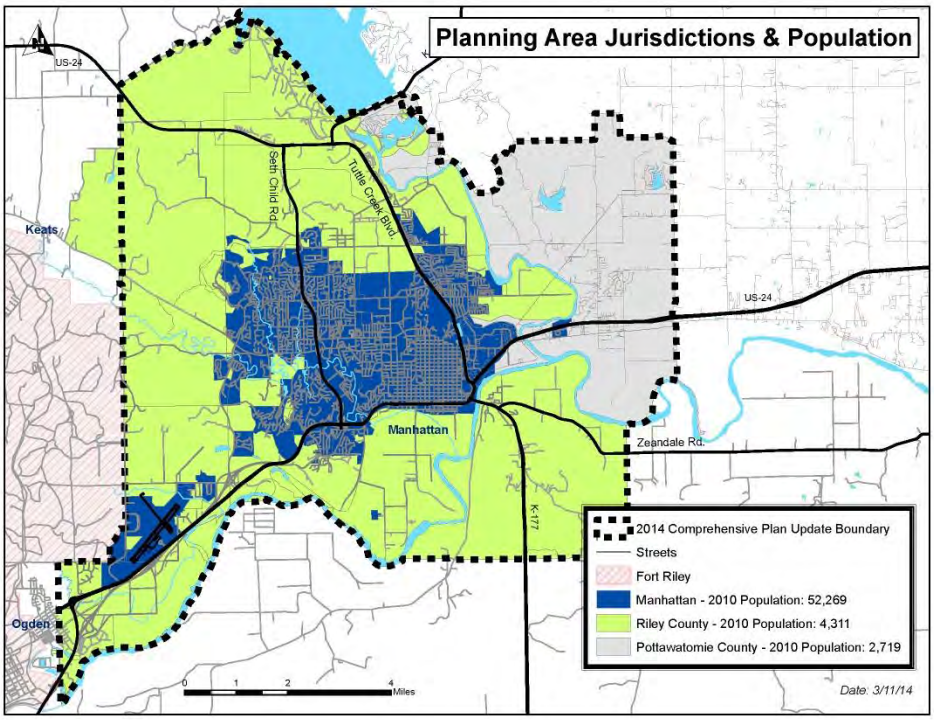
Aging Population

Like many other regions across the country, the senior population is growing as residents live longer and more Baby Boomers enter their retirement years. Older residents have unique needs including but not limited to fixed incomes, housing types, access to health care and other services, and transportation modes. Careful planning is necessary to ensure that today's communities will satisfy the future needs of this growing population.

Fort Riley Reductions

It is anticipated that the soldier population assigned to Fort Riley will remain steady or slightly decline in coming years and longer times between deployments will mean more Soldiers Boots on Ground (BOG) at Fort Riley. As soldiers resume many functions previously performed by contractors, and as construction levels decrease, it is likely the amount of contractors working at Fort Riley will also decline. With the current deployments forecasted and dwell time expanding between deployments, a slight increase in the number of families accompanying soldiers at Fort Riley is expected. Because available housing at Fort Riley is limited, many families will likely choose to live in the Manhattan area.

Map 4: 2010 Population by Jurisdiction within the Planning Area



Riley and Pottawatomie Counties

- Riley County's population has generally increased, growing from nearly 14,000 persons in 1900 to approximately 73,150 persons in 2012.
- In contrast, Pottawatomie County's population has only modestly increased over the last century, from nearly 18,500 persons in 1900 to 22,302 persons in 2012.
- Pottawatomie County's population declined from 1900 to 1970, surpassing its 1900 population only recently in the early 2000s.

Other Special Populations

- **Fort Riley**: In 2012, the estimated total population at Fort Riley was 56,944 persons according to the 2012 Fort Riley Economic Impact Study.
  - ✓ This 2012 population included 19,468 military members (34.2%), 26,415 family members (46.4%), 3,591 retirees (6.3 %) and 7,470 civilian employees (13.1%).
  - ✓ By Fiscal Year 2017, Fort Riley expects a reduction in population of about 1,200 to 1,500 soldiers and 20 to 40 civilian employees.
- **Kansas State University**: Total full-time enrollment at Kansas State University's Manhattan Campus was 19,588 students for 2012. Kansas State University students comprised approximately 35%of the City of Manhattan's overall population in 2012.

Demographics

Sources: Decennial Census, 2008-2012 American Community Survey 5-Year Estimates.

Race/Ethnicity

- The majority (83%) of the City of Manhattan's residents are white.
- Minorities make up the rest of Manhattan's population, with 6% of residents identifying as Black or African American, 5% identifying as Asian, and less than 1% identifying as either American Indian and Alaskan Native or Native Hawaiian and other Pacific Islander.
- Approximately 3% and 2% of residents identified themselves as two or more races or as some other race, respectively.

Gender

- The City's population is mostly evenly distributed among the genders, particularly among the younger population.
- There are slightly more college-aged males than females (ages 20 to 29).
- The population of older (over seventy years of age) females is significantly higher than that of males of the same age, with almost 70% of the population aged 85 and older being female.

Age

- In each Census year, the population of persons between the ages of 20 and 24 is significantly larger than any other, reflecting the large portion of the college-age population. This age cohort has also seen the most growth since 1990, growing from 9,637 in 1990, to 12,907 in 2000, to 15,358 in 2010.
- The age cohorts on either side of the 20 to 24 range (ages 15 to 19 and ages 25 to 29) are also growing.
- In addition to Manhattan's young adult population growth, the number of people between age 45 and 64 is also slowly increasing.

Figure 3: 2010 City of Manhattan Population by Race

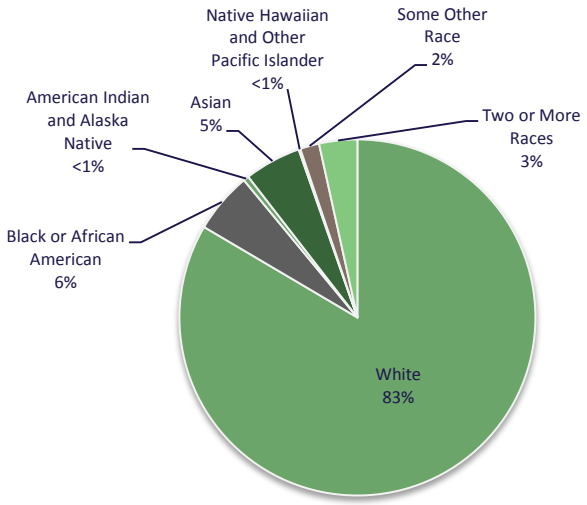
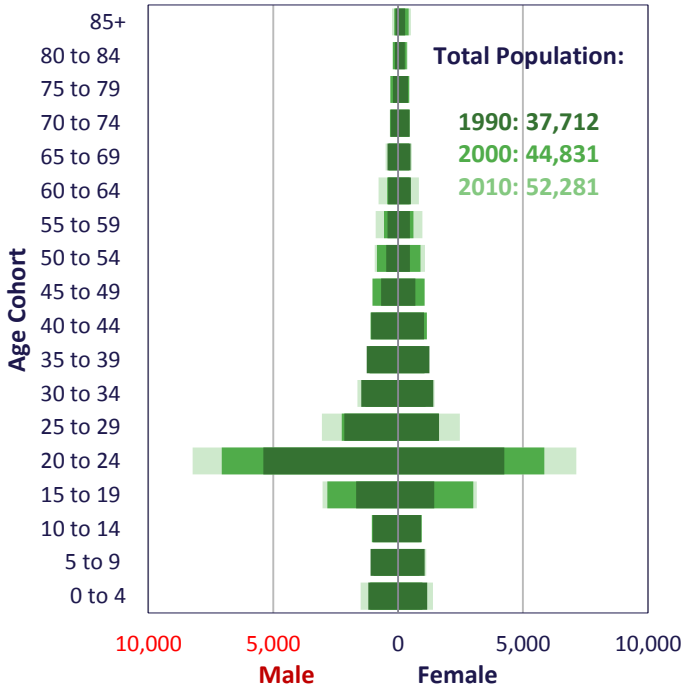


Figure 4: City of Manhattan Population Change by Cohort, 1990 to 2010



FORECAST METHODOLOGY

The population forecasts used in this report are based primarily on a mathematical regression of past population data. A modified exponential growth model was created, and the projected annual growth rates were then compared with other sources in order to contextualize the data:

- Historical county growth rates: from 1960-2010, Pottawatomie County has grown at an average annual rate of about 1.2%, Riley County at 1.1%.
- Riley County projected growth: a rate of 1% yearly projected in the Vision 2025 Plan.
- KSU projected student enrollment: an annual increase of 1% laid out in the KSU Campus Master Plan.
- Fort Riley population: difficult to predict due to political aspects of military funding, but recent trends suggest some reduction in on-base personnel is possible, at least in the short-term.

Given the close comparability between the selected population projection rate of 1.19% and the other quantitative sources, as well qualitative understandings of the regional economy and growth patterns, the selected population estimate appears sound.

To arrive at the population forecast for the Manhattan Urban Area as a whole, the projected growth rate found for the City using the modified exponential regression (1.19%) was simply applied to the 2010 Urban Area Population. Using this "Short-Term" projection, the population of the Urban Area is expected to reach 80,678 by 2035.

Population Forecasts

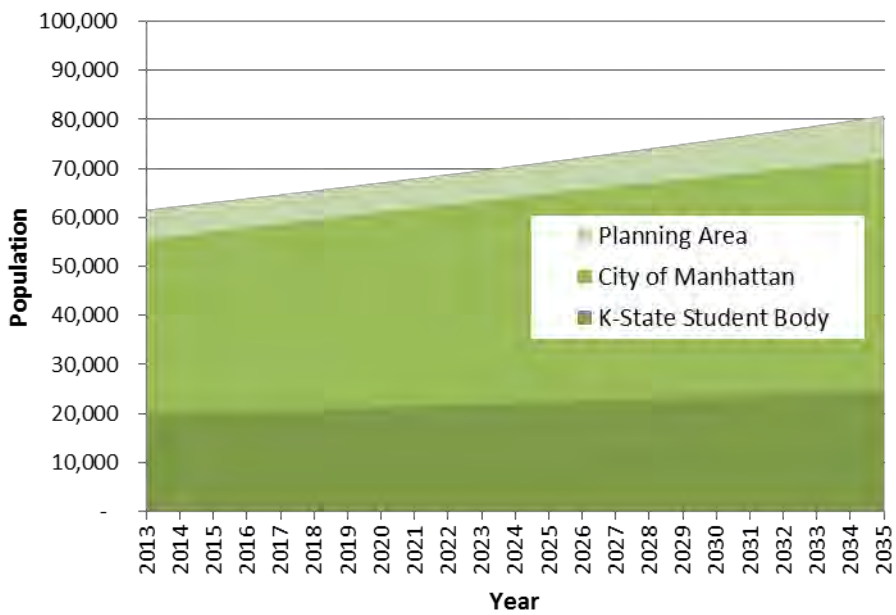
Population forecasts were prepared by the City of Manhattan Planning Division using a variety of forecast methodologies and analysis of historical trends, as summarized below.

- The population forecasts for different population areas are summarized in Figure 5.
- The City could grow to nearly 72,000 persons by 2035 under a 1.19% average annual growth rate, and the Planning Area is expected to reach almost 80,000 persons by 2035 using this growth rate.
- Figure 6 below illustrates the 2035 population forecasts for the City of Manhattan, Planning Area, and Kansas State University student body. The methodology used is to generate the City of Manhattan and Urban Area forecasts is summarized at left. Student enrollment for KSU was projected by taking the total fall full-time enrollment (without the Technology & Aviation College located in Salina or the Olathe campus) and applying the annual growth rate assumed in the KSU Master Plan, which is 1% per year.

Figure 5: Population Forecasts 2013-2035

Population Area	2013 Estimate	2035 Forecast
City of Manhattan	55,454	71,886
Planning Area	60,788	80,678
Kansas State University	19,784	24,625

Figure 6: Population Forecasts 2013-2035



HOUSING & NEIGHBORHOODS

HOUSING STOCK

Sources: Decennial Census, 2008-2012 American Community Survey 5-Year Estimates.

- **Total Housing Units:** The City of Manhattan has an estimated 21,882 total housing units.
- **Mix of Housing Types (City of Manhattan):** The City's housing stock is fairly well distributed among various types, with approximately one-half (48%) of units categorized as single-family detached or mobile homes, one-quarter (25%) small multi-family, duplex or attached single-family units, and the remaining quarter (27%) categorized as medium or large multi-family units.
- **Number of Bedrooms:** Almost a third (31%) of the City's dwelling units are studio or 1-bedroom units, nearly half (48%) have 2 or 3 bedrooms, and about 20% have 4 or more bedrooms.
- **Mix of Housing Types (Counties):** Outside of the City, the portions of the Planning Area located within Riley and Pottawatomie Counties are predominantly single-family units.

Figure 7: City of Manhattan Housing by Type, 2010

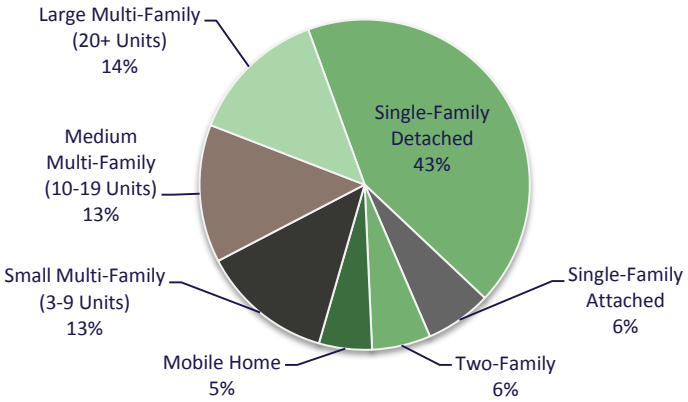
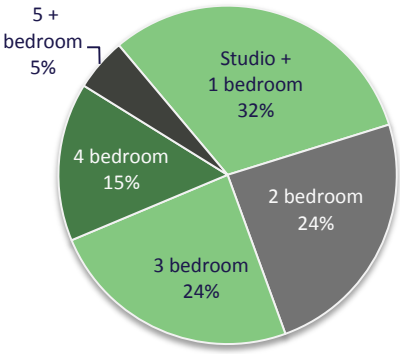


Figure 8: City of Manhattan Number of Bedrooms per Dwelling Unit, 2010



ISSUES AND OPPORTUNITIES

NEIGHBORHOOD STABILITY

More than half of homes in the City are renter-occupied (60.8%), and the share of renter-occupied to owner-occupied units has increased steadily for the past several decades. Tension in the City's established neighborhoods has also increased due to conflicts related to concerns about parking, maintenance, noise, and other issues. Although Rental Inspection was established in 2009, the program was repealed by the City Commission in 2011.

LOW VACANCY RATES

Vacancy rates in the City are very low. Anecdotal evidence suggests that the vacancy rate, especially in rental housing, is significantly lower than the 5.05% reported by the Census in the City of Manhattan. As a result, inventory is limited, and housing costs have steadily increased since the 1990s.

INFILL AND REDEVELOPMENT

Pressure for infill and redevelopment in core area neighborhoods is increasing. Defining appropriate locations for higher-intensity residential as well as addressing general issues of compatibility are key considerations for the 2014 Update.

ISSUES AND OPPORTUNITIES

Housing Costs

Housing costs as a percentage of income are quite high in the Manhattan area, especially for renters. High housing costs mean that residents have less of their income to spend on food, clothing, health care, and other goods and services, which in turn influences the growth potential of those businesses. Many factors influence housing costs, including but not limited to location, utility infrastructure, materials used, vacancy rates, and unit type and size.

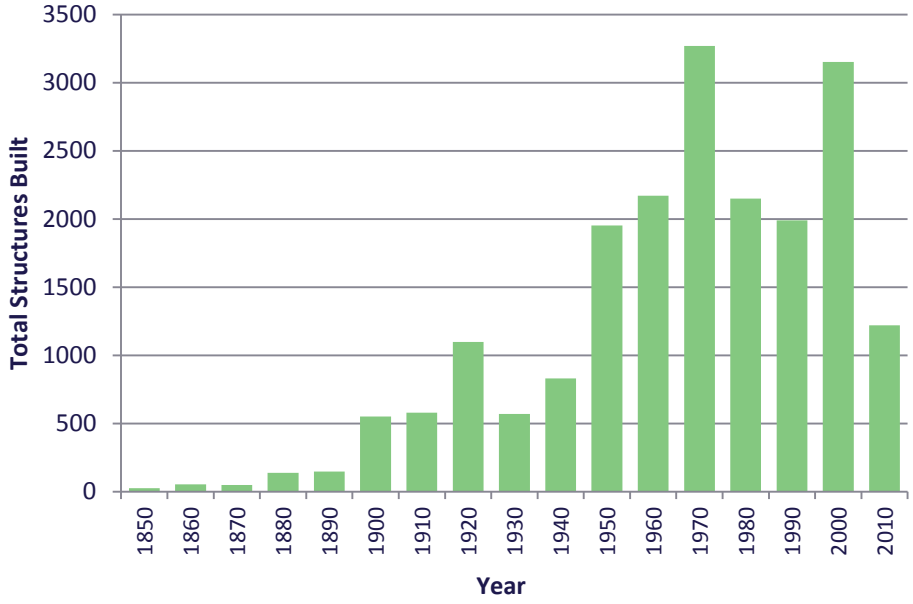
Student Housing

Demand for student housing has accompanied steady increases in enrollment at Kansas State University. A new residence hall is planned on the north end of campus which, upon completion, will include 450 beds. Pressure for additional off-campus student housing is being met to some degree through infill and redevelopment east, south, and to an increasing degree, west of campus. In addition, the conversion of existing single-family homes to student rentals has increased in the same areas.

Age of Structure

- Approximately 70% of structures in the City of Manhattan have been constructed since 1960, and nearly a third (31.9%) have been built since 1990.
- About 20% of the City's structures are at least 50 years old (constructed before 1960).

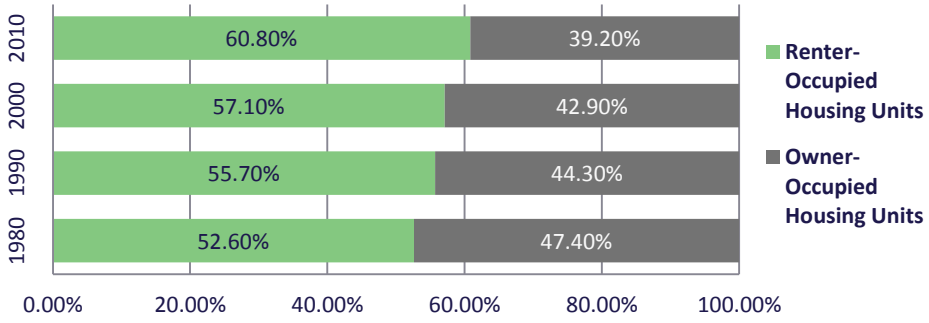
Figure 9: Number of Structures Built per Decade, City of Manhattan



Occupancy

- **City of Manhattan:** In the City of Manhattan, more than half of homes are renter-occupied (60.8%), and the share of renter-occupied to owner-occupied units has increased steadily for the past several decades.

Figure 10: City of Manhattan Renter/Owner Occupancy, 1980 - 2010



- **Counties:** Owner and renter occupancy varies tremendously between Pottawatomie County and Riley County. Only 42% of units are owner-occupied in all of Riley County, compared with 79% of units across Pottawatomie County.

Figure 11: Occupied Housing Units: Owner/Renter Occupancy by County, 2010

	2010			
	Renter-Occupied Housing Units		Owner-Occupied Housing Units	
	NUMBER	PERCENT	NUMBER	PERCENT
Pottawatomie County	1,750	22%	6,158	78%
Riley County	14,715	57%	10,996	43%

Household Size

- In 2010, the average household size was 2.3 persons per household in the City of Manhattan. The average household size for all of Pottawatomie and Riley Counties was slightly larger than the City, with an average of 2.4 persons per household.
- Owner-occupied housing units in the City had a slightly larger average household size (2.44 persons) than renter-occupied households (2.21 persons).

Housing Market

Sources: Decennial Census, 2008-2012 American Community Survey 5-Year Estimates, Riley County Apartment Vacancy Study, City of Manhattan Planning Division.

Vacancy

- Housing vacancy is a complex issue, and due to data limitations (especially due to Census collection/categorization methods) it is difficult to obtain a true vacancy rate for the City. When the Census collects vacancy information, it categorizes unoccupied "vacant" units into one of seven categories: "for rent," "rented- not occupied," "for sale only," "sold - not occupied," "for seasonal, recreational, or occasional use," "for migrant workers," and "other vacant." Unfortunately, none of the categories directly speaks to vacant housing for planning purposes. For this report, vacancy rates in the "for rent," "for sale only," and "other vacant" categories were identified as being most applicable for land use planning purposes – how many available units are sitting empty with no immediate plans for occupancy. Figure 12 shows these vacancy rates for the City and the two Counties in 2000 and 2010, as well for other jurisdictions (to provide context).
- Anecdotal evidence, as well as consistently increasing housing and rental prices, suggests that a more realistic vacancy rate, especially in rental housing, is lower than 5.05% in the City of Manhattan. The Riley County Appraiser's Office conducts an annual apartment occupancy survey on a relatively large sample of Manhattan apartment properties in August and September. The survey collects data on a range of housing factors, including occupancy rates:
  - ✓ Fall 2010 Apartment Occupancy: 99.1%
  - ✓ Fall 2011 Apartment Occupancy: 99.0%
  - ✓ Fall 2012 Apartment Occupancy: 98.2%
- These figures, while extremely low, are much closer to what would be expected in terms of vacancy in the City given the rising rental prices, increasing housing demand, and a slowly expanding housing supply.

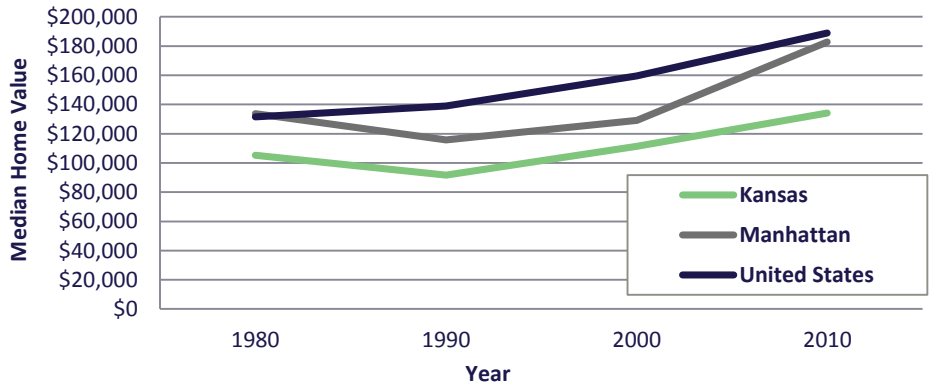
Figure 12: Housing Vacancy by Jurisdiction, 2010

		2010			2000	
		Total Housing Units	Vacant Units not for sale, rent, or unoccupied		Total Housing Units	Vacant Units not for sale, rent, or unoccupied
City of Manhattan	Number	21,882	1,106	Number	17,690	594
	Percent		5.05%	Percent		3.36%
Riley County	Number	28,278	1,442	Number	23,397	939
	Percent		5.10%	Percent		4.01%
Pottawatomie County	Number	8,622	345	Number	7,311	398
	Percent		4.00%	Percent		5.44%
City of Lawrence	Number	37,126	1,907			
	Percent		5.14%			
State of Kansas	Number	1,233,125	99,083			
	Percent		8.04%			
United States	Number	131,642,457	10,163,978			
	Percent		7.72%			

Housing Value

- In 2010, the median value for a home in the City of Manhattan was $173,200.
- After decreasing in the 1980s, home values in the City of Manhattan have increased steadily since the 1990s.
- Manhattan's median home values are higher than those of the state of Kansas as a whole, and are nearing the country's median home values.

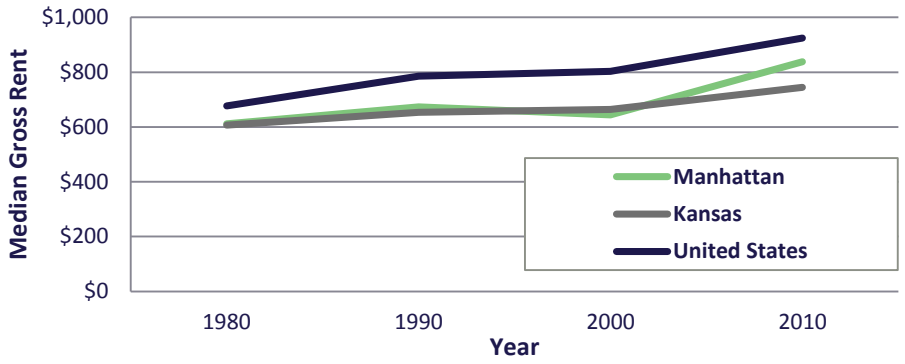
Figure 13: City of Manhattan Median Home Value, 1980 to 2010



Housing Costs

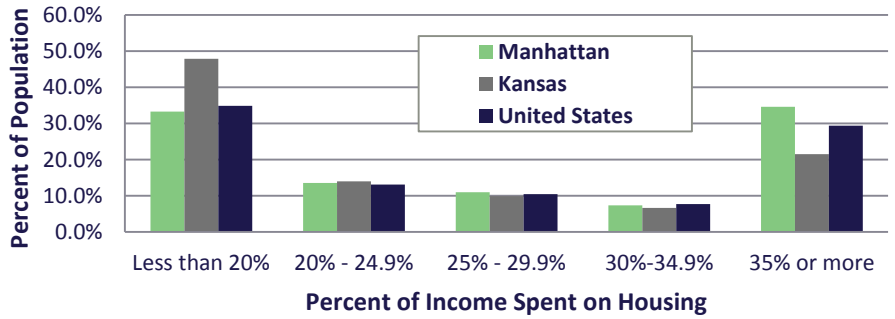
- In 2010, the median gross rent for City of Manhattan renters was $800 per month.
- In the past decade, rental housing costs in Manhattan surpassed the median gross rent for the rest of the state of Kansas and are nearing the country's median rate.
- In 2010, the median selected monthly owner costs for City of Manhattan homeowners with a mortgage was $1,367 per month, compared to $1,284 in Kansas and $1,559 for the country as a whole.

Figure 14: City of Manhattan Median Gross Rent, 1980 to 2010



- As a percentage of total income, Manhattan residents spend much more on housing than residents across Kansas and the United States.
- A generally accepted measure of affordability is for a household to pay no more than 30% of its annual income on housing. Approximately a third of Manhattan residents spend 35% or more of their income on housing, which indicates that housing affordability is a growing issue in the City.

Figure 15: Percent of Income Spent on Housing, 2010



Affordable Housing

Sources: Manhattan Housing Authority Annual Report 2012.

The Manhattan Housing Authority provides a number of programs to support housing affordability in the community. They include the following:

- **Public Housing Program:** in operation since the completion of the Manhattan Housing Authority's first housing development in 1974. Residents must qualify for the Public Housing program by meeting income guidelines, citizenship criteria and by passing a criminal background screening. Residents are able to choose a rent amount based on 30% of their adjusted monthly income, which may vary month-to-month, or a Flat Rent amount which does not fluctuate.
- **Low Income Housing Tax Credit (LIHTC) Program:** uses tax credits to encourage private and public entities to invest in affordable housing. LIHTC residents must meet income guidelines to be eligible to occupy an LIHTC unit. Rents for LIHTC units are set below the market rent for private rental units in the area. The Manhattan Housing Authority manages two LIHTC communities, the Gardens at Flint Hills and FHI Apartments, LP, under a management agreement with Manhattan Area Housing Partnership (MAHP), a local Community Housing Development Organization.
- **Section 8 Housing Choice Voucher (HCV) Program:** the largest federal housing assistance program. Participants choose rental units in the private market, providing an opportunity to locate a home that best meets the family's needs. Participants pay 30% of their monthly adjusted income in rent, with the remaining payment made directly to the owner by the Housing Authority. Two new Section 8 HCV programs (HUD-VASH & FUP) were added in 2012, increasing the number of families assisted; however, expected budget cuts will significantly affect the number of families that will be assisted in 2013.
- **Tenant Based Rental Assistance (TBRA) Program:** funded by a Kansas Housing Resources Corporation grant and assists families with Security and Utility deposit payments. Applicants must meet income-eligibility guidelines and may only use the assistance once in a twelve month period. TBRA is a vital resource for families who can afford rent, but are unable to pay security and utility deposits as well as first month's rent in order to secure housing.

Figure 16: Manhattan Housing Authority Units, 2012

Manhattan Housing Authority Developments (Year Built)	Number of Units
Apartment Towers (1973)	183
Baehr Place (1975)	20
Carlson Plaza (1975)	47
Pottawatomie Court (1983)	28
Hudson Circle (1983)	19
Gardens at Flint Hills (2006)*	48
Flint Hills Place (1974)*	60
TOTAL	405

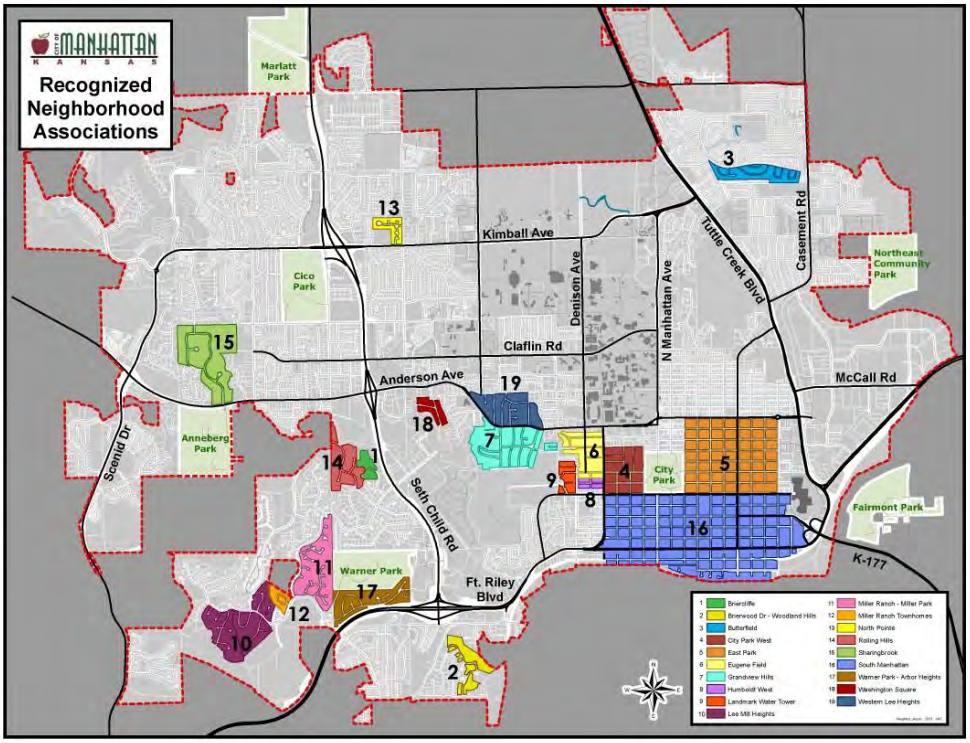
* Units under Management Agreement

NEIGHBORHOODS

Sources: City of Manhattan Planning Division, Pottawatomie County.

The Planning Area includes a diverse mix of established and emerging neighborhoods, including ones with active neighborhood associations as well as ones that are informally organized or recognized as unique subdivisions or groups of subdivisions. Recognized neighborhood associations within the City of Manhattan are listed at right and illustrated in the map below.

Map 5: Manhattan Neighborhood Associations



Major subdivisions/neighborhoods in southern Blue Township portion of the Planning Area include the following (see Map 6):

- Eagles Landing
- Elbo Creek Estates
- Falling Leaf
- Glendale
- Hunters Crossing
- Lake Elbo
- Nelson's Ridge
- Quail Creek
- Sunset Ridge
- Timber Creek
- Whispering Meadows
- Wildcat Woods

CITY NEIGHBORHOOD ASSOCIATIONS

The Neighborhood Coalition Group serves as the coordinating entity for the Manhattan Neighborhood Associations, which include the following (see Map 5):

1. Briercliffe Homeowners' Association
2. Brierwood Drive-Woodland Hills Neighborhood Association
3. Butterfield Homeowners' Association
4. City Park West
5. East Park Neighborhood Association
6. Eugene Field Neighborhood Association
7. Grandview Hills Neighborhood Association
8. Humboldt West Neighborhood Association
9. Landmark Water Tower Neighborhood Association
10. Lee Mill Heights Homeowners' Association
11. Miller Ranch/ Miller Park Homeowners' Association
12. Miller Ranch Townhomes Community Association
13. North Pointe Homeowners' Association
14. Rolling Hills Homeowners' Association
15. Sharingbrook Homeowners' Association
16. South Manhattan Neighborhood Association
17. Warner Park/Arbor Heights Neighborhood Association
18. Washington Square Homeowners' Association
19. Western Lee Heights Neighborhood Association

Map 6: Southern Blue Township Subdivisions/Neighborhoods, Pottawatomie County

ECONOMY

EMPLOYMENT

Sources: Manhattan Chamber of Commerce, 2008-2012 American Community Survey 5-Year Estimates.

Employment Status and Class

The total working age population (16 years or older) in Pottawatomie and Riley Counties in 2010 was 75,786. This population can be generally grouped into three broad categories as follows:

- **Private Sector Workers (Private Wage & Salary, Self-Employed, Unpaid Family Members):** *Private Wage & Salary Workers* totaled 27,337 in 2010, representing (36.07%) of the total working age population. *Self-Employed Workers* and *Unpaid Family Workers* represent just 2,367 (3%) and 90 (0.12 %) of the total working age population, respectively.
- **Public Sector Workers (Armed Forces and Government):** *Armed Forces Workers* and *Government Workers* represent 6,742 (8.9%) and 14,160 (18.68%) of the total working age population, respectively.
- **Not Participating (Civilian Unemployed/Not in Labor Force):** Of the total working age population, only 1,743 (2.3%) were classified as *Civilian Unemployed* in 2010. An additional 23,347 (30.8%) were classified as *Not in Labor Force*. A large portion of this latter group is thought to be comprised of full-time students.

Major Employers

- The largest employer in the City of Manhattan is Kansas State University, which employs nearly twice as many people (6,028) as the second-largest employer, Fort Riley (3,543).
- Most other employers in the City of Manhattan employ fewer than 1,000 people, with a majority employing 300 or less.

Figure 17: City of Manhattan Major Employers, 2014

Major Employer	Total Employees	Major Employer	Total Employees
Kansas State University	6,028	**Riley County**	240
Fort Riley Civilian Personnel	3,543	**Farm Bureau & Affiliated Services**	225
Manhattan/Ogden USD #383	1,350	**Big Lakes Developmental Center, Inc.**	225
GTM Sportswear	900	**Menard's**	200
Mercy Regional Health Center	795	**Central Mechanical Construction Co. Inc.**	192
Wal-Mart	480	**CivicPlus**	175
City of Manhattan	374	**Dillon's Food Market**	173
Meadowlark Hills Retirement Community	349	**Center for Grain and Animal Health Research**	155
Hy-Vee	300	**Parker-Hannifin Corporation**	150
Florence Manufacturing	260	**Target**	140
Manko Window Systems, Inc.	240		

ISSUES AND OPPORTUNITIES

PUBLIC SECTOR EMPLOYMENT

Nearly 9,600 area workers are employed by two large public institutions: Kansas State University and Fort Riley. Continued diversification of the area's economic base will help offset any potential contractions in the large government employers.
While these are high-quality employers, this also means that the local economy is not necessarily well-insulated against potential decreases in government spending.

CHANGING WORKPLACES

Due to advancements in computer and telecommunications technology, many workers now have opportunities to work remotely from satellite locations or home offices. This has created strong demand for reliable high-speed internet services and new collaborative workplaces. It has also has led to increasing demand for flexible buildings and spaces that can easily adapt for emerging technologies and businesses. Manhattan has begun to tap into this "creative class" entrepreneurial economy by promoting a more vibrant downtown environment offering employment, housing and entertainment.

ISSUES AND OPPORTUNITIES

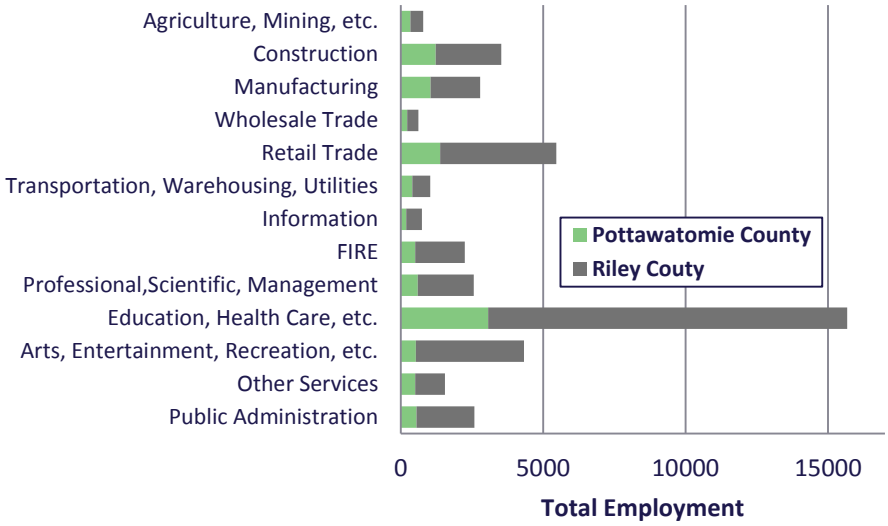
NBAF Influence

Manhattan was selected as the future National Bio and Agro-defense Facility (NBAF) location after an extensive three-year site selection process. The NBAF will be built on a site on Kansas State University adjacent to the existing Biosecurity Research Institute. Construction of the NBAF central utility plant (CUP) is underway, and construction on the NBAF is pending final funding appropriation. Once complete, the total impact of the NBAF is unknown, but it is likely to influence all aspects of the community, on-campus and off, including but not limited to spin-off employers and support services, transportation needs, housing, and land use patterns.

Industries

- The largest industry in both Pottawatomie County and Riley County, when measured by employment, is Education and Health Care, which employs over 15,000 people and comprises over a third of both counties' labor force.
- Other major industries include: Retail Trade; Arts, Entertainment, Recreation, and associated industries; Construction; Manufacturing; Public Administration; Professional, Scientific, and Management; and Finance, Insurance, Real Estate (FIRE); and Rental and Leasing.

Figure 18: Civilian Employment by Industry, 2010



Economic Concentrations and Specializations

- Location Quotient (LQ) is a measure of economic concentration. It is computed by dividing the percentage of regional employment in a given industry by the percent of employment in that industry for the entire United States economy. LQ values over 1 indicate a regional concentration in a given industry.
- In 2010, Riley and Pottawatomie Counties have regional concentrations in construction, retail trade, education and health care, arts, entertainment, and recreation, and public administration.
- The Herfindahl Index (HI) is a measure of economic specialization (see Figure). In general, a Herfindahl Index below 0.1 signifies low concentration, while an index above 0.18 signifies high concentration.
- The Herfindahl Index for Riley and Pottawatomie County has increased since 2000, meaning that economic activity in the region is becoming more specialized.

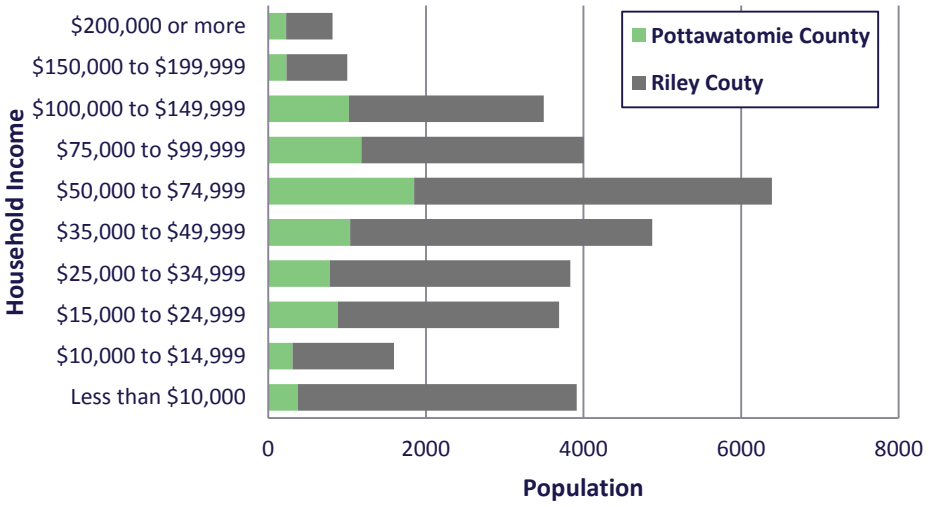
Figure 19: Riley and Pottawatomie County Economic Concentrations and Specializations

	Regional Location Quotient*	
INDUSTRY	2000	2010
Agriculture, Mining, etc.	1.64	0.95
Construction	0.98	1.24
Manufacturing	0.37	0.60
Wholesale trade	0.49	0.40
Retail Trade	1.07	1.08
Transportation, Warehousing, Utilities	0.63	0.47
Information	0.77	0.77
FIRE	0.79	0.76
Professional, Scientific, Management	0.70	0.55
Education, Health Care, etc.	1.66	1.56
Arts, Entertainment, Recreation, etc.	1.22	1.07
Other Services	1.02	0.72
Public Administration	1.17	1.19
HERFINDAHL INDEX**	0.1566	0.1750

Income

- Median household income for Pottawatomie County was $56,775 in 2010, while the median household income for Riley County was $43,364.
- Most, about 80%, of Pottawatomie County and Riley County residents receive incomes between $15,000 and $149,000.
- A portion of the population (over 11%), has an income of less than $10,000 per year.

Figure 20: 2010 Income and Benefits (in 2012 Inflation-Adjusted Dollars)



ISSUES AND OPPORTUNITIES

Retail Competition

Population growth in the area may mean that the community is reaching a size that could support additional regional commercial development in areas beyond downtown. Careful market analysis and planning is needed to ensure that any future regional retailers satisfy the area's shopping needs without risking the success of the Downtown area.

Employment Sites

- The **Manhattan Corporate Technology Park** is a 190-acre park located directly west of the Manhattan Regional Airport off of K-18 at Wildcat Creek Road. A number of lots are available for purchase and all lots are fully served with all utilities and ready for immediate development.
- The **Green Valley Business Park**, owned by the Pottawatomie County Economic Development Corporation, is located in Blue Township at the corner of Green Valley Road and US Highway 24. It is an attractive location for light manufacturing, wholesaling, and service businesses, and 7 fully developed lots are currently for sale.

MAJOR ECONOMIC DEVELOPMENT INITIATIVES

Economic Development Incentives

Economic development incentives offered by the City include the City Economic Development Fund, industrial revenue bonds, tax abatement, and tax increment financing.

Roads and Jobs Initiative

The City and Riley County's Roads and Jobs initiative is funded through a county-wide half-cent sales tax. Riley County's portion of the sales tax is used for road and bridge improvements and the City's share is used for economic development initiatives.

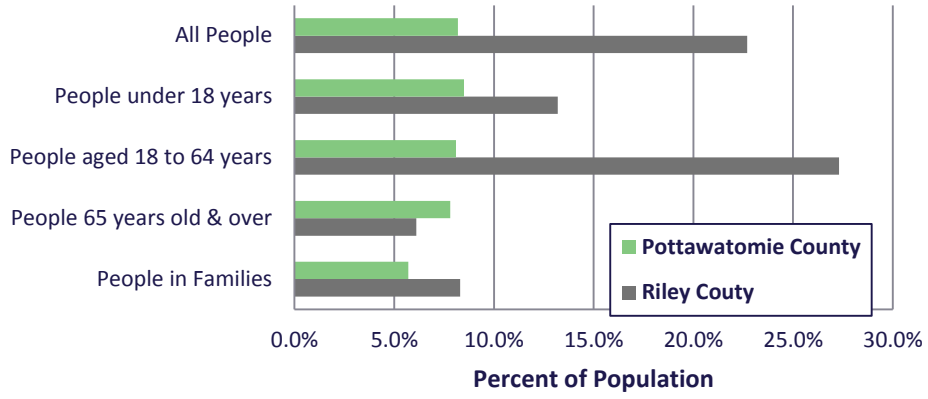
Pottawatomie County Economic Development Strategic Plan

Pottawatomie County recently adopted an Economic Development Strategic Plan that identified the following key target industry clusters as the focus of business retention, expansion, entrepreneurship, and recruitment efforts:

- Bio-technology
- Healthcare and education
- Advanced manufacturing
- Agri-business
- Tourism and recreation

- A higher percentage of Riley County residents than Pottawatomie County residents have reported incomes below the Federal poverty level in the past 12 months, particularly those between the ages of 18 and 64 years where over 25% reported low income levels.
- The higher poverty rates reported in Riley County are likely partially attributed to the large student population.

Figure 21: Percentage of People Whose Income Is Below the Poverty Level, 2010



- In 2010, there were approximately 296 households that received Supplemental Nutrition Assistance Program (SNAP/Food Stamps) benefits in the past 12 months in Pottawatomie County, and 968 households in Riley County.
- Cash public assistance income supported approximately 154 households in Pottawatomie County and 269 households in Riley County in 2010.

Economic Development

Sources: Manhattan Chamber of Commerce, Pottawatomie County Economic Development Corporation, City of Manhattan.

Partnerships and Organizations

- The City of Manhattan works in conjunction with the Manhattan Chamber of Commerce on several economic development initiatives in support of the City's economic development policy, established in 2002 and revised in 2010 and 2014. The City's economic development goals are the following:
  - ✓ Create quality jobs with corresponding wages, benefits, and working conditions.
  - ✓ Diversify the property-tax base in Manhattan.
  - ✓ Decrease reliance on federal, state, and local government for jobs.
  - ✓ Maintain, stabilize, and build on the existing strengths of the community.
  - ✓ Invest public funds in ways that create self-sustaining economic development activities.
  - ✓ Use public funds to leverage private investment in economic development.
- Riley County also works in conjunction with the Manhattan Chamber of Commerce.
- The Pottawatomie County Economic Development Corporation works to enhance the economic well-being and quality of life of the citizens of the county. The corporation owns three business/industrial parks, and provides information and project assistance to businesses and individuals. It also collaborates with other organizations on economic and community development projects.

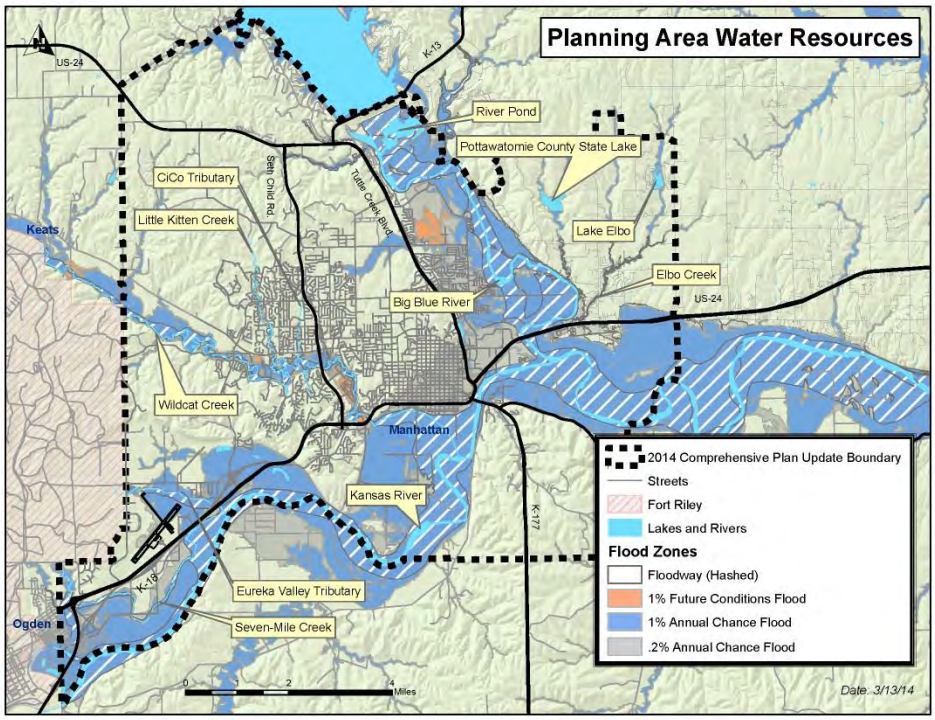
NATURAL RESOURCES & ENVIRONMENT

WATER RESOURCES

Source: City of Manhattan Planning Division.

- A variety of water resources are present in the Planning Area. Notable major rivers and creeks include the Kansas River, Big Blue River, Wildcat Creek, and CiCo Tributary. Major lakes and ponds include Lake Elbo, River Pond, and Pottawatomie County State Lake, with Tuttle Creek Reservoir abutting the Planning Area..
- Mapped flood zones delineate where flooding is most likely to occur, but flooding may occur in other low-lying areas of the community as well.

Map 7: Planning Area Water Resources



NATURAL HABITAT AND SPECIES

Source: Konza Prairie Biological Station, US Fish and Wildlife Service, Kansas Natural Heritage Inventory.

- South of Manhattan, the Konza Prairie Biological Station is a 13.5 square mile preserve of native tallgrass prairie jointly owned by The Nature Conservancy and Kansas State University. The majority of the prairie has not been disturbed for cultivation, and thus supports a wide variety of plant and animal life.
- At the federal level, eleven area species are listed as threatened and endangered, or are candidates for listing: these include the American burying beetle, piping plover, Topeka shiner, least tern, whooping crane, Neosho madtom, western prairie-fringed orchid, Arkansas River shiner, and the Arkansas darter; Neosho mucket, rabbitsfoot (candidates for listing).

ISSUES AND OPPORTUNITIES

FLOOD HAZARDS

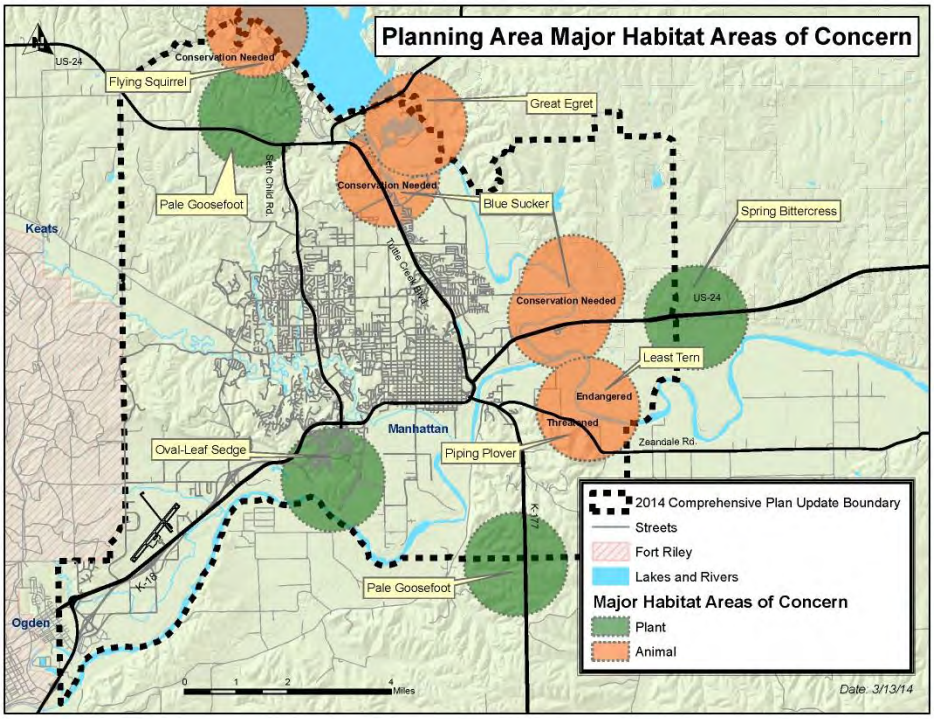
Flood hazard maps, also known as Flood Insurance Rate Maps (FIRMs), are important tools in the effort to protect lives and properties in Manhattan and surrounding communities. By showing the extent to which local areas are at risk for flooding, flood maps help business owners and residents make more informed decisions about protecting their property and financial stability. All FIRMs within the Planning Area are in the process of being updated. While maps are one tool to document flooding potential, many low-lying areas of the community that are not shown on the maps may also be at risk of flooding due to the area's topography and proximity to water resources.

ISSUES AND OPPORTUNITIES

MAJOR WEATHER HAZARDS

- **Flash flooding** in the Planning Area is common due to the community's location near several major waterways. Major flooding events in the community's history included 1903 and 1908, the Great Flood of 1951 and the Great Flood of 1993.
- **Ice storms** are a problem, as warm air overrides persistent cold at the surface. The most recent ice storm was in December 2007, in which 16,000 customers in Manhattan and surrounding areas were without power. Shelters were setup in Fort Riley and Manhattan to accommodate those left without power, and at least 1,000 power poles were broken in the City and surrounding area.
- Kansas is located in a part of the country where **tornadoes frequently occur**. Nine tornadoes touched down in Riley County in the last 20 years. An F-4 tornado touched down in Manhattan in June 2008 and caused major damage to portions of the community. Damage estimates from the 2008 tornado exceeded $71 million.

Map 8: Major Habitat Areas of Concern



URBAN FORESTRY

Source: City of Manhattan Parks and Recreation Department.

- The City of Manhattan's Forestry Section of the Parks and Recreation Department is responsible for the planting and maintenance of trees located within the rights-of-way of City streets and on all City properties.
- For the past 36 years, the forestry program has earned the "Tree City USA" designation awarded by the National Arbor Day Foundation to cities that demonstrate a serious commitment to urban forestry.
- Each year the City purchases approximately 150 trees to be planted on the City street rights-of-way.

AGRICULTURE

Source: City of Manhattan Planning Division.

Approximately 27,842 acres (43.5 square miles) within the Planning Area are used for agricultural purposes. Major agricultural products in the area include wheat, soybeans, forage, sorghum, and corn. Grazing or range land is also a major agricultural use in the Planning Area.

CLIMATE AND MAJOR WEATHER EVENTS

Sources: weatherspark.com, Mary Knapp (state climatologist at Kansas State Unviersity), City of Manhattan Planning Division.

The Planning Area's climate is characterized generally by hot, humid summers, and cold, dry winters. The region receives approximately 35 inches of precipitation each year, most of which comes in the form of rain between the months of April and September.

LAND USE & GROWTH MANAGEMENT

CURRENT LAND USE

Source: City of Manhattan Planning Division.

- As illustrated on the Existing Land Use Map, the predominant land use across the entire Planning Area is agriculture (52.1%). Other major land uses in the Planning Area include University (9.6%), Residential Low Density (9.14%), Rural Residential (8.93%), and Parks and Recreation (6.63%).
- Approximately 1,426 acres in the Planning Area are platted lots that are currently undeveloped.

Figure 22: Current Land Use, 2014

Land Use Category	Planning Area	
	Acres	%
Agriculture	27,842	52.10%
Central Business Commercial	111	0.21%
Community Commercial	801	1.50%
Industrial	1,057	1.98%
Institutional	439	0.82%
University	5,130	9.60%
Neighborhood Commercial	37	0.07%
Office-Research Park	232	0.43%
Open Space	854	1.60%
Public	1,380	2.58%
Parks and Recreation	3,544	6.63%
Residential High Density	341	0.64%
Residential Low Density	4,883	9.14%
Residential Medium Density	344	0.64%
Rural Residential	4,771	8.93%
Schools	186	0.35%
Utilities	62	0.12%
Vacant Platted Lots	1,426	2.67%
TOTAL	53,440	100%

OWNERSHIP

Source: City of Manhattan Planning Division.

- The Generalized Ownership Map shows public and private land ownership across the Planning Area. More than three-quarters of land (77.81%) in the Planning Area is privately owned.
- In the City of Manhattan, approximately two-thirds (67.91%) of land is privately owned, and one fifth (20.87%) is publicly owned.
- Kansas State University (KSU) and the KSU Foundation are major land holders, together owning more than 11% of land in the Planning Area and the City of Manhattan.

ISSUES AND OPPORTUNITIES

RESIDENTIAL LAND SUPPLY

If current rates of development continue, by 2035 the Planning Area could be running out of new greenfield areas for residential development. Increased development pressure on existing pockets of undeveloped land is likely, especially in close-in areas that have existing or easy access to utility infrastructure.

REINVESTMENT AND REDEVELOPMENT

The success of recent downtown redevelopment efforts in the South End (Entertainment District) and North End (Manhattan Marketplace) have led to increased interest in living, working, and playing in this vibrant area. Reinvestment and redevelopment activity is likely to continue in the downtown area, as well as other highly populated and visited areas of the community (such as Aggieville), as changing preferences drive demand for more urban lifestyles.

Figure 23: Land Ownership, 2014

Owner	Planning Area		City of Manhattan	
	Acres	%	Acres	%
KSU	5,548	10.38%	1,076	10.75%
KSU Foundation	955	1.79%	47	0.47%
Private	41,607	77.81%	6,796	67.91%
Public	5,361	10.03%	2,088	20.87%
TOTAL	53,472	100%	10,007	100%

Zoning

- The Zoning Map shows the City and County zoning districts. More than 15 square miles (7,601 acres or 62.88%) of land within the City of Manhattan is zoned for residential purposes (R districts).
- Commercial zoning (C districts) encompasses approximately 6.03% of the City (729 acres), and industrial zoning (I districts) encompass approximately 7.87% of the City (951 acres).
- For properties within the Planning Area but outside of the Manhattan City Limits, the predominant zoning district is agriculture in both Pottawatomie County (82.47%) and Riley County (82.0%).

Figure 24: City of Manhattan Zoning, 2014

Zoning District	City of Manhattan	
	Acres	%
Airport Overlay (Airport)	679	5.61%
C-1, Restricted Business	184	1.52%
C-2, Neighborhood Shopping	88	0.73%
C-3, Aggieville Business	26	0.21%
C-4, Central Business	93	0.77%
C-5, Highway Service Commercial	327	2.70%
C-6, Highway Commercial	11	0.09%
I-2, Industrial Park	395	3.27%
I-3, Light Industrial	281	2.33%
I-4, Heavy Industrial	30	0.24%
I-5, Business Park	245	2.02%
LM-SC, Light Manufacturing & Service Commercial	129	1.07%
PUD, Planned Unit Development	1,022	8.45%
R, Single-Family Residential	3,303	27.32%
R-1, Single-Family Residential	2,129	17.61%
R-2, Two-Family Residential	591	4.89%
R-3, Multi-Family Residential	534	4.41%
R-4, General Residential	1	0.01%
R-5, Manufactured Home Park	231	1.91%
R-M, Four-Family Residential	204	1.68%
R-S, Single-Family Suburban Residential	608	5.03%
U, University	980	8.10%
TOTAL	12,089	100%

Figure 25: Pottawatomie County Zoning, 2012

Zoning District	Pottawatomie County	
	Acres	%
Ag-Business	49	0.48%
Ag-Residential	191	1.89%
Agriculture	8,323	82.47%
General Manufacturing	6	0.06%
General Service	20	0.20%
Heavy Exclusive Manufacturing	17	0.16%
Highway Commercial	199	1.98%
Light Manufacturing	17	0.17%
Mobile Home Park	18	0.17%
Overlay	17	0.17%
Planned Commercial	59	0.59%
Planned Unit Develop	173	1.72%
Planned Unit Rural District	12	0.12%
Single Family Residential	927	9.18%
Two Family Residential	64	0.63%
TOTAL	10,091	100%

Figure 26: Riley County Zoning, 2014

Zoning District	Riley County	
	Acres	%
Agricultural District	26,960	82.00%
APUD	1	0.00%
CPUD	33	0.10%
General Business	7	0.02%
Heavy Industrial	167	0.51%
Highway Business	377	1.15%
Industrial Park	8	0.02%
IPUD	8	0.02%
Light Industrial	87	0.27%
Mobile Home Park	14	0.04%
Noise Hazard	215	0.65%
RPUD	564	1.72%
Single Family Residential	2,367	7.20%
Two Family Residential	4	0.01%
University	2,068	6.29%
TOTAL	32,878	100%

Development Constraints

Source: City ofManhattan Planning Division.

- The Development Constraints Map shows various natural constraints to development across the Planning Area such as floodplains, flood-prone areas, and steep slopes.

ISSUES AND OPPORTUNITIES

Infill and Redevelopment

Future growth in the Planning Area will be accommodated through a combination of greenfield development and infill and redevelopment—reflecting inherent variation in market demand, land and infrastructure availability, development costs, and consumer preferences. The development potential analysis at right provides context with regard to the amount of undeveloped greenfield land identified in the 2003 Plan that is in the Planning Area. Potential infill and redevelopment opportunities will be analyzed during Phase 3 of the process.

A variety of factors may be used to help identify potential infill and redevelopment opportunities for consideration:

- Potentially underutilized nature of property (e.g., low improvement to land value ratio, vacant buildings, significant disinvestment);
- Underlying zoning is inconsistent with built pattern (e.g., property is zoned for higher intensity uses than currently exist)
- Location of property (e.g., along a major travel corridor or within an existing Redevelopment District);
- Relocation or planned relocation of a major use;
- Reserve infrastructure capacity;
- Consolidated parcels/unified ownership; and
- High percentage of rental vs. owner-occupied units.

- Other constraints to development illustrated on the map include noise exposure areas and safety hazards associated with the Manhattan Regional Airport and Fort Riley. The Airport Overlay Zoning District covers approximately 679 acres in the City of Manhattan.
- Lack of existing and/or feasibility of future urban services also limit development potential in some portions of the Planning Area.

Development Potential

Non-Residential

- The Land Absorption and Availability Map identifies vacant land that is zoned for commercial and industrial purposes.
- There are approximately 225 acres of vacant land zoned for commercial uses, and 260 acres of vacant land zoned for industrial purposes within the Planning Area.

Residential

- The Land Absorption and Availability Map also illustrates land that is used, designated, or platted for residential purposes and the amount of residential land that has been absorbed since the 2003 Comprehensive Plan.
- In 2003, the Planning Area included 4,032 acres of developed residential land and designated another 4,146 acres for future residential development.
- Since that time, approximately 92 acres of residential land have developed per year, leaving approximately 3,320 acres remaining designated for future residential development (2,224 acres after development inefficiencies such as right-of-way dedication, infrastructure needs and other constraints are excluded).
- Based on historic absorption rates, this current supply of land designated for residential development could last between 17 and 24 years, assuming these previously designated growth areas are available for development.

Figure 27: Developed and Remaining Growth Areas for Residential Development

Land Use Status	Land Area (Acres)
2003 LAND DESIGNATIONS	
2003 Developed Residential Core	4,032
Designated and/or Platted Future Residential Land (Comprehensive Plan)	4,138
CURRENT LAND USE AND LAND ABSORPTION	
Absorbed Residential Land; 2003 to Current	842
Average Absorption Rate Per Year; 2003 to 2012	84
Total Remaining Land	3,296
Less 33% Allocation for Infrastructure	2,208
FUTURE RESIDENTIAL LAND CAPACITY	
2003 to 2012 Observed Rates	Approx. 26 years
Maximum Comprehensive Plan Rate (130 Acres Per Year)	Approx. 17 years
PROJECTED LAND REMAINING BY 2020	
2003 to 2012 Observed Rates	1,535
Maximum Comprehensive Plan Rate (130 Acres Per Year)	1,168

UTILITY SERVICES

Sources: City of Manhattan Public Works Utilities Division, Gateway to Manhattan Plan, Olsson Associates.

Water Service

City of Manhattan

- The source of water for the City of Manhattan is groundwater. The City uses 20 vertical wells in 3 different wellfields, primarily located along the Big Blue River, in both Riley and Pottawatomie Counties. The wellfields have a combined theoretical capacity of 30.7 million gallons per day (MGD) and an actual capacity of 26.7 MGD with 2.6 billion gallons of water rights.
- The City has six water storage tanks with a capacity of 4.6 million gallons, and one Water Treatment Plant with a capacity of 30 MGD.
- The City of Manhattan maintains approximately 276 miles of water distribution mains and 5.4 miles of raw water mains.
- The water distribution system is currently limited to 23 million gallons, which creates some potential future service issues to the northwest of the community.

Counties

- **Riley County Rural Water District #1** serves portions of Riley County located within the Planning Area, as well as a much larger service area extending northward generally along the west side of Tuttle Creek Lake. In 2010, the City and County completed a water service agreement for provision of pressurized water service to the State Highway K-177 corridor through the existing Konza Water distribution system.
- **Pottawatomie County Rural Water District #1** serves portions of Pottawatomie County located within the Planning Area, as well as a much larger area beyond the Planning Area. To accommodate anticipated growth within the Planning Area, an Interlocal Agreement with the City of Manhattan was put in place in 2013 to provide for City water service to an Incremental Service Area (Blue Township Growth Area). Per the agreement, the City holds the first right of negotiation to supply water service for any new customer and the District retains their right to supply water service for existing customers. Infrastructure improvements needed to provide this water service are currently in the planning stages.
- **Pottawatomie County** provides water service to the Timbercreek Subdivision as a separate County-owned and operated water district.

Sewer Service

City of Manhattan

- Sewer service within the City is provided by the City of Manhattan. The City's Wastewater Treatment Plant has a capacity of 11.7 MGD. The plant uses an activated sludge treatment process with advanced biological nutrient removal, aerobic digestion sludge treatment with land application of treated biosolids.
- The City owns and maintains 1.27 million feet of gravity mains, 72,132 feet of force mains, 34,057 feet of discharge piping, and 3,054 feet of biosolids pipeline. Private gravity mains stretch 8,046 feet, and 58,679 feet of wastewater service lines are dead or abandoned.

ISSUES AND OPPORTUNITIES

Emerging Growth Areas

Growth in unincorporated areas of the Planning Area will require extension of existing or new utility services. Key considerations include determining who will provide services, which development standards will apply, and where major investments should be located to support desired land use patterns.

Infrastructure Funding

Each entity within the Planning Area has its own policies and strategies for funding the construction and maintenance of infrastructure. While some service agreements are already in place, ongoing coordination is needed to improve clarity about how infrastructure will be developed, upgraded and maintained in the Planning Area in the future—particularly within emerging growth areas.

Aging Septic Systems

As existing septic systems in portions of the Planning Area age and fail, long-term solutions for wastewater will need to be evaluated.

ISSUES AND OPPORTUNITIES

System Capacity

Demand for higher-density infill and redevelopment is increasing along with accompanying demand on water and sewer services, particularly near K-State. To support significant additional intensification, system expansion may be required. Initial studies are underway, but ongoing coordination is needed to ensure existing and planned service levels are aligned with future land use plans.

In addition to considerations in the core area of the City, system capacity in the west and northwest portions of the Planning Area and the capacity of existing systems in unincorporated portions of the Planning Area will need to be explored as part of the process.

Gateway to Manhattan

Recent investment in infrastructure in the Gateway to Manhattan Area (k-177 corridor) and ongoing coordination with regard to utilities will support future growth opportunities in this area.

Counties

- **Pottawatomie County:** Blue Township Sanitary Sewer District serves portions of Pottawatomie County located in the Planning Area. Treatment is provided per agreement by the City of Manhattan. The remainder of the Pottawatomie County portion of the Planning Area is served by individual treatment, using a combination of septic tanks/lateral fields, alternative systems and lagoons.
- **Riley County**: Portions of Riley County located within the Planning Area are served by individual treatment, using a combination of septic tanks/lateral fields, alternative systems and lagoons. In 2009, the City and County entered into a cooperative agreement to provide sanitary sewer service to the State Highway K-177 corridor and a sanitary sewer main was constructed to a point approximately one mile south of the Kansas River Bridge. The sanitary sewer main will serve parcels as existing on-site systems fail and when new development projects occur in the corridor.

Stormwater Management

- The City of Manhattan has a system of storm drains and ditches to collect ***s***tormwater runoff and discharge it to area rivers. Major drainage basins in the Urban Area include: Downtown East, Downtown West, Northview, Blue Hills, Virginia-Nevada, CICO Park, Little Kitten Creek, Rolling Hills, Wildcat Southwest, Wildcat Southeast, North, Stadium, and Eureka Valley.
- Three major flood plains bisect the Urban Area: the Kansas River, Blue River, and Wildcat Creek.
- The City's **Stormwater Quality Improvement Plan** is in place to improve stormwater quality in the community and comply with National Pollutant Discharge Elimination System (NPDES) requirements. A key component of the plan is public education about protecting the water supply and reducing pollutants that collect in runoff. The City has adopted a Best Management Practice (BMP) Manual for pre- and post- construction.

Solid Waste Disposal

- **Disposal Services**: Waste disposal services are offered by numerous private sector providers.
- **Solid Waste Transfer**: Riley County operates a solid waste transfer station on the south side of the City of Manhattan. The Riley County Transfer Station transferred 4,866 tons of municipal solid waste in 2013. The 2013 Annual Recycling report states that 749,160 pounds of glass, steel cans and plastic were recycled.
- **Recycling**: Fee-based curbside recycling services are currently provided by Howie's Recycling and Trash in addition to free on-site recycling. Pottawatomie County operates several drop-off recycling sites throughout the County. The K-State Recycling Program is coordinated through the Division of Facilities. A new K-State Recycling Center opened in the former Wind Erosion Research building, and as of spring 2013, K-State offers a single-stream recycling system.

Other Utilities

- **Electric and Gas**: Electric service is provided to the Manhattan Urban Area by Westar Energy and gas service is provided by Kansas Gas Service.
- **Cable and Telecommunications**: Many options exist for cable and telecommunications providers in the area including but not limited to Cox Communications, AT&T, Birch Telecom, Sage Telcom, and Sprint.

MOBILITY & TRANSPORTATION

Sources: City of Manhattan Public Works Department, HDR Inc., Manhattan Regional Airport.

Roadways

- **Existing System:** There are 355 miles of roads within the City of Manhattan. The Functional Classifications of these roadways (categorization tied to federal funding) were recently updated in conjunction with the Flint Hills Metropolitan Planning Organization (FHMPO)– see Map .
- **Traffic Volumes:** FHMPO is currently developing a travel demand model to forecast traffic volumes on the region's roadways and highways. When completed, the model will be a tool to support land-use and transportation planning for the region.
- **Safety:** During the five-year period from 2009 to 2013, there were 5,046 reported crashes. Of those, 6 involved fatalities and 1,052 involved injuries.
- **ITS:** Manhattan has a new Traffic Operations Facility (MTOF) with an Intelligent Transportation Systems (ITS) Control Center. It was completed in June 2012. Manhattan's ITS system includes point-to-point communications networks, fiber optic networks, Advanced Traffic Signal (ATC) controllers, fixed CCTV cameras, PTZ cameras, Road Weather Information Systems (RWIS), and specialized server and control software for all devices.
- **Access Management:** The 2000 Manhattan Area Transportation Strategy (MATS) included some suggested standards for median openings, driveway/street spacing, and turn lanes to balance access and mobility on the area's streets. These guidelines are under review and will be revisited as part of this Plan with the goal of reflecting current practice as well as Manhattan's specific needs.
- **Complete Streets**: Manhattan continues to make an effort to design streets to be friendlier for bicyclists and pedestrians. The "Complete Streets" movement seeks to design transportation facilities that accommodate the needs of all users, regardless of travel mode. These philosophies will become more explicit as the MATS Plan is updated.
- **Recommendations of Recent Studies:** Several recent corridor and area studies have recommended transportation improvements within the Planning Area.

  Eureka Valley – Highway K-18 Corridor Plan

  - ✓ Create a collector street network to enhance access and promote economic development in the Eureka Valley area.
  - ✓ Investigate designation of Highway K-18 as an I-70 business loop.

  US-24 Corridor Management Plan

  - ✓ Near-term improvement projects include: widening of US-24 along certain segments, intersection geometric improvements, consolidation of median openings, improving signal timings, improving pedestrian and bicycle provisions, and better speed enforcement.
  - ✓ Long-term improvement projects include: extension of and improvements to cross-streets providing access to US-24 (including new interchanges), installing traffic signals or other improved traffic controls, and widening US-24.

ISSUES AND OPPORTUNITIES

Safety

KDOT and local agencies continue to improve transportation system safety. However, as the system demands continue to increase, additional improvements will be required. These demands include higher auto, truck, bike, and pedestrian traffic. The public's expectations of the system with regard to safety are also very high. The responsible public agencies will need to continue to identify and implement spot safety improvements as well as system-wide enhancements to meet the safety needs in the community.

Highway Capacity

The highway system in the Planning Area has improved and expanded since 2000 when the last transportation plan was developed. However, the demands on the highway system have increased due to new development and the growth of K-State. This has resulted in traffic capacity needs in the core as well as the need for improved roads in surrounding areas and corridors. It is essential that the long-term highway system demands and needs be identified. Then approaches for meeting those needs can be developed.

ISSUES AND OPPORTUNITIES

CONNECTIVITY

Connectivity has been a theme in Manhattan with efforts made to link people and places around the Planning Area. However, there are still improvements needed. Some of these are major new roadway connections (east-west, north-south, or even river crossings) while others are needed sidewalk, bike lane, trail, and transit linkages. One roadway connection being explored is the Marlatt/Junietta Extension, an alternate route connecting Highway 24 in Pottawatomie County to Tuttle Creek Boulevard in Riley County. With the core system in place, the challenge is to identify, prioritize, and implement new connections. It is also important to tie in new developments as they occur. Planning regulations and guidelines can be reviewed to make sure they promote connectivity for these new developments.

BICYCLE/PEDESTRIAN SYSTEM

Bicycle and pedestrian facilities are of great importance to many residents and employees in the Planning Area. The system of sidewalks, trails, bike lanes, and other similar facilities has grown, but the demands and expectations of the system have also grown. The opportunities are great given the push by K-State and others to promote these modes on campus and throughout the community. The challenges are also significant and include competing demands for right-of-way, pavement width, and funding. However, the needs of pedestrians and bicyclists are increasingly being taken into account in project planning and design as well as with stand-alone bike/pedestrian projects. It is important for the community that these efforts continue.

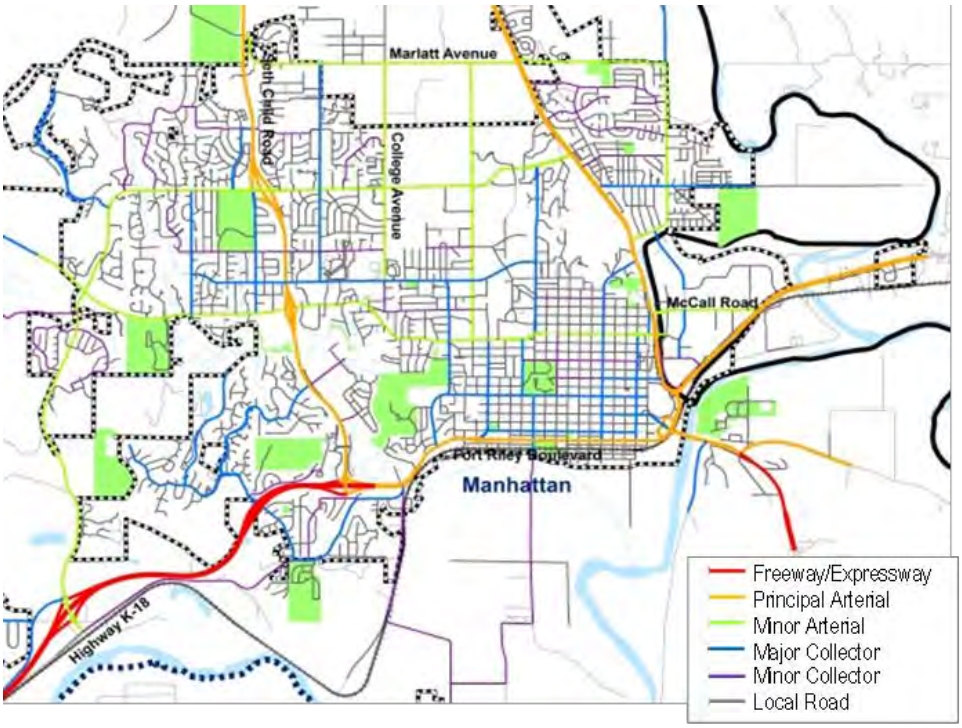
Gateway to Manhattan Plan

- ✓ Promote multi-modal connectivity along and across the K-177 corridor. Develop a sidewalk and multi-modal trail network map and work with KDOT to provide the necessary infrastructure improvements.
- ✓ Reserve right-of-way for a frontage road from Stadel Road southward to Johnson Road, continuing towards Lafayette Drive.

National Bio and Agro-Defense Facility Draft Environmental Impact Statement

- ✓ Recommended improvements to the Denison Avenue corridor include modification to a three-lane section for the length of the corridor, reconstruction of pavement from Claflin Road to Kimball Avenue, and intersection improvements at Anderson Avenue, Claflin Road, Jardine Road, and Kimball Avenue.

Map 9: Functional Classification

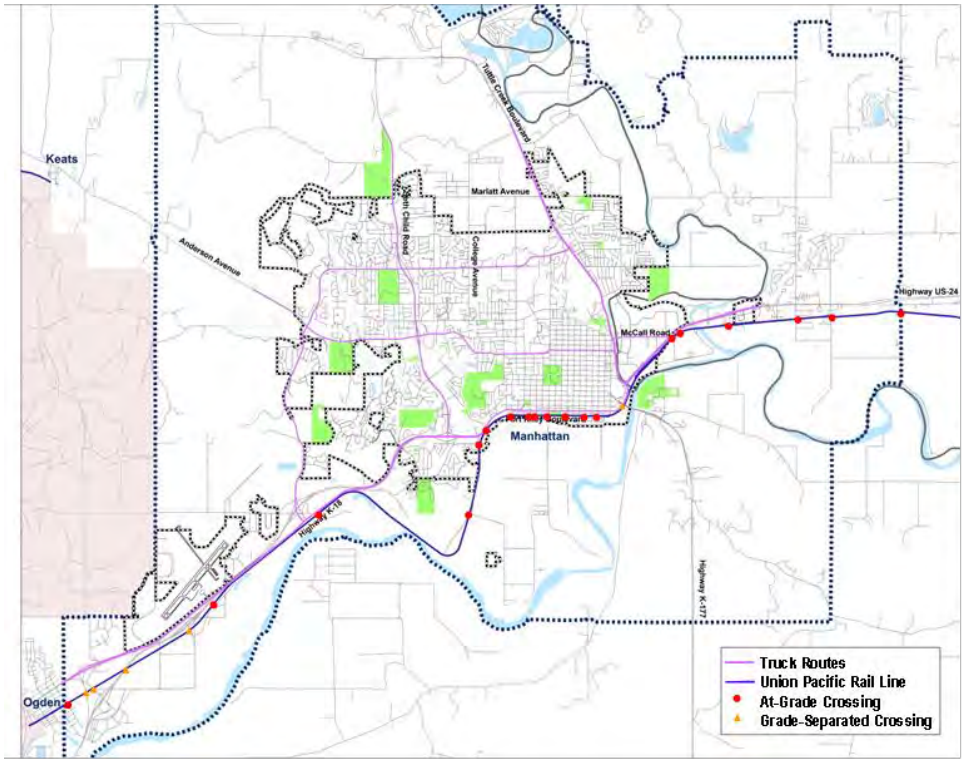


FREIGHT NETWORK

- **Existing System: T**here are 45 miles of truck routes in Manhattan (see Map). There are also approximately 20 miles of Union Pacific rail track within the Planning Area.
- **Existing Usage**: K-18, one of the higher-volume freight-carrying facilities in the region, carries approximately 1,060 trucks per day. In comparison, I-70 to the south carries about 3,500-4,000 trucks per day.
- **Freight Generators:** There are several significant existing (and planned) freight generators in the Planning Area. These are being inventoried as part of the Comprehensive Plan and will be used in recommending future directions for freight-related transportation planning.

- **Safety:** There are currently 5 grade-separated crossings and 19 at-grade crossings within the Planning Area. Safety improvements for at-grade crossings, such as Quiet Zones or additional grade separations, are a consideration for the planning efforts.

Map 10: Freight Network

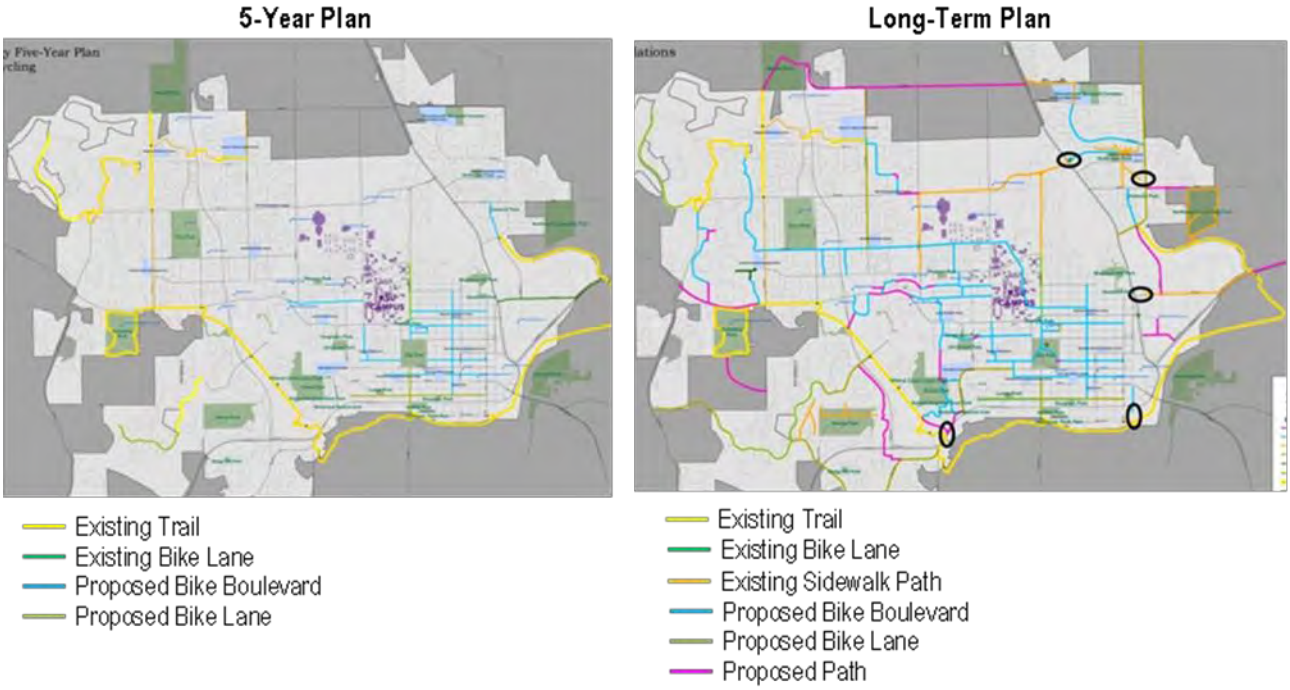


Bicycle Network

- **Existing System:** There are 8 miles of bike facilities in the Planning Area, including four miles of bike lanes and four miles of bike boulevards. There are 585 bike racks in the Planning Area with a total capacity of 6,329.
- **System Plans:** The City is midway through a five-year plan to construct and implement two new miles of bike lanes and 4.5 miles of new bike boulevards. The total cost for implementation of the 5-year plan is $202,500. Longer-term plans call for another 10 miles of bike lanes and 11 miles of bike boulevards by the year 2025. Map illustrates these plans. The City has a Bicycle Advisory Committee that helps plan and monitor bicycle system improvements. K-State is considering implementation of a Bike Share program and a bicycle incentives program.
- **System Performance:** In May 2012, Manhattan was named a Bronze Level Bicycle Friendly Community by the League of American Bicyclists.
- **Users:** A 2008 survey on bicycle use in Manhattan found that:
  - ✓ 63% of respondents ride a bicycle or have a member of their household that rides a bicycle. Of those, reportedly 54% ride more than once per week (21% ride daily).
  - ✓ When asked what activities they ride a bicycle for, recreation/exercise was cited the most frequently, by 96% of respondents who ride. Another activity with a relatively high response rate was commuting to work or school, with 66% of people who ride responding.

- ✓ Respondents were also asked to provide reasons that prevent them from bicycling more often. The most common response was lack of trails or bikeways (98%), followed by safety concerns (84%) and too much automobile traffic (62%).
- Another survey specific to KSU students and employees was conducted in 2011, and nearly half of respondents indicated that they ride a bicycle at least once a week.

Map 11: Bicycle System Plans

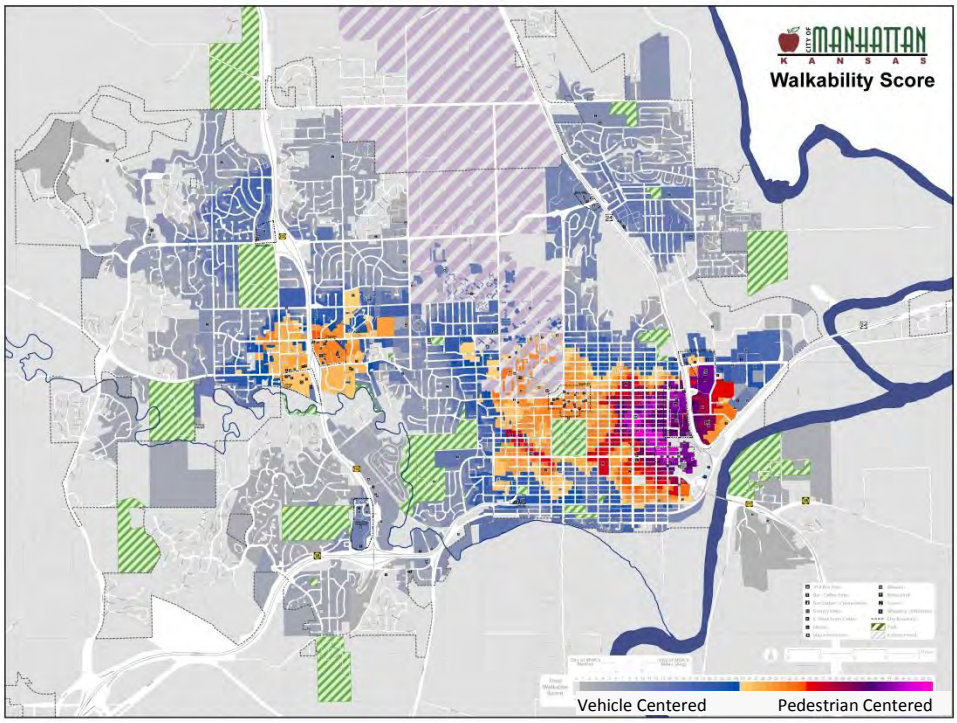


Pedestrian Network

- **Existing System:** Within Manhattan, there are 202 miles of sidewalk and there are nearly 35 miles of trails throughout the Planning Area.
- **Safety:** The City of Manhattan is conducting a Safe Routes to School study, and the findings of this study will be incorporated into the Comprehensive Plan effort.
- **System Plans:** The largest pedestrian initiative in the area is on the K-State campus. The K-State Master Plan envisions an expanded pedestrian zone, in which portions of Claflin Road, Mid-Campus Drive, and N. 17th Street are converted to Limited Access Drives, creating a larger protected area for pedestrians on campus. Several new sidewalks are included in the City's Capital Improvements Program (CIP), largely funded by the University.
- **System Performance:** The City of Manhattan has conducted preliminary pedestrian connectivity and walkability analyses (excluding the K-State campus). The Downtown and Aggieville areas are the most walkable and connected areas of the City, as Map illustrates. Connectivity to major activity centers is an issue, and a number of missing sidewalk sections have been identified. Pedestrian connectivity along major arterial corridors, which are often built and maintained by the state, is also a critical issue.

- **System Maintenance:** As with many cities, sidewalk maintenance is a key issue in Manhattan. The City typically has a $50,000 line item in its CIP for sidewalks. State statutes place the responsibility for sidewalk maintenance on the property owner, and the City sends notification to property owners when inspectors determine repairs are necessary. In historic neighborhoods, the preservation and restoration of brick sidewalks is encouraged by the Historic Resources Board.

Map 12: Walkability Score



Transit Service

- **Existing System:** The Flint Hills Area Transportation Agency (FHATA) operates both fixed-route service (initiated in 2012) and demand response service.
  - ✓ The fixed-route services operates a "school in" schedule during the days in which KSU is in session, and a "school out" schedule when KSU classes are not in session. Three of the five total fixed routes do not operate at all under the "school out" schedule. The remaining two routes are still offered in a more limited capacity. Map illustrates the fixed routes.
  - ✓ The demand-response service operates from 7:00 a.m. to 5:00 p.m., Monday thru Friday.
- **System Usage:** In FY 2012-2013, a total of 246,097 rides were provided. The ridership increase during that year was 170%.
- **Users:** Kansas State University is the number one trip generator for FHATA in Manhattan.
- **System Plans:** FHATA is currently working with KDOT to develop a longer range regional plan, working with Kansas State University to develop future planning for transit on campus, and looking forward to the planning process that will be undertaken with the Metropolitan Transportation Plan (MTP) for the MPO. Options being investigated include extending evening hours to 10:00 p.m., adding Sunday

ISSUES AND OPPORTUNITIES

Transit System and Service

The community has made great progress in providing transportation options and in developing an effective transit system. There is now a core system serving K-State and much of central Manhattan. There continue, however, to be unmet transit needs within the community. It is important that these unmet needs be identified, prioritized, and addressed. One of the primary challenges of implementing new or expanded service will be the need for new or larger funding sources and mechanisms. It is also critical that the current service be maintained and its ridership maximized.

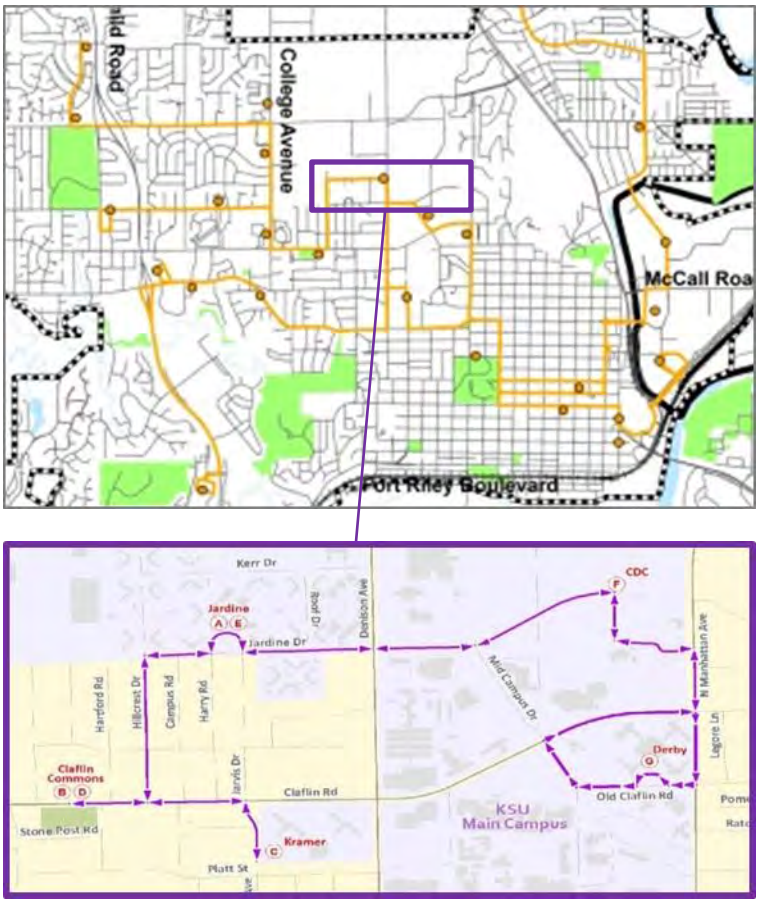
Parking

Parking management has been and continues to be an important issue in the core areas, specifically in Aggieville, downtown, and around the campus. Improved parking management and regulations could be beneficial to the businesses and residents in the key affected areas. Documenting issues and then developing tailored solutions is important in these locations.

service, extending service to key destinations such as Manhattan Regional Airport and Fort Riley, and expanding routes (especially to underserved transit-dependent populations) within the City of Manhattan.

- **Regional Service:** KDOT recently completed a study that recommended restoring Intercity Bus Service (e.g., Greyhound) to the Manhattan area. This service could, via Junction City, connect with existing east-west service along I-70, but was also recommended to connect into the existing north-south Wichita-to-Salina route.

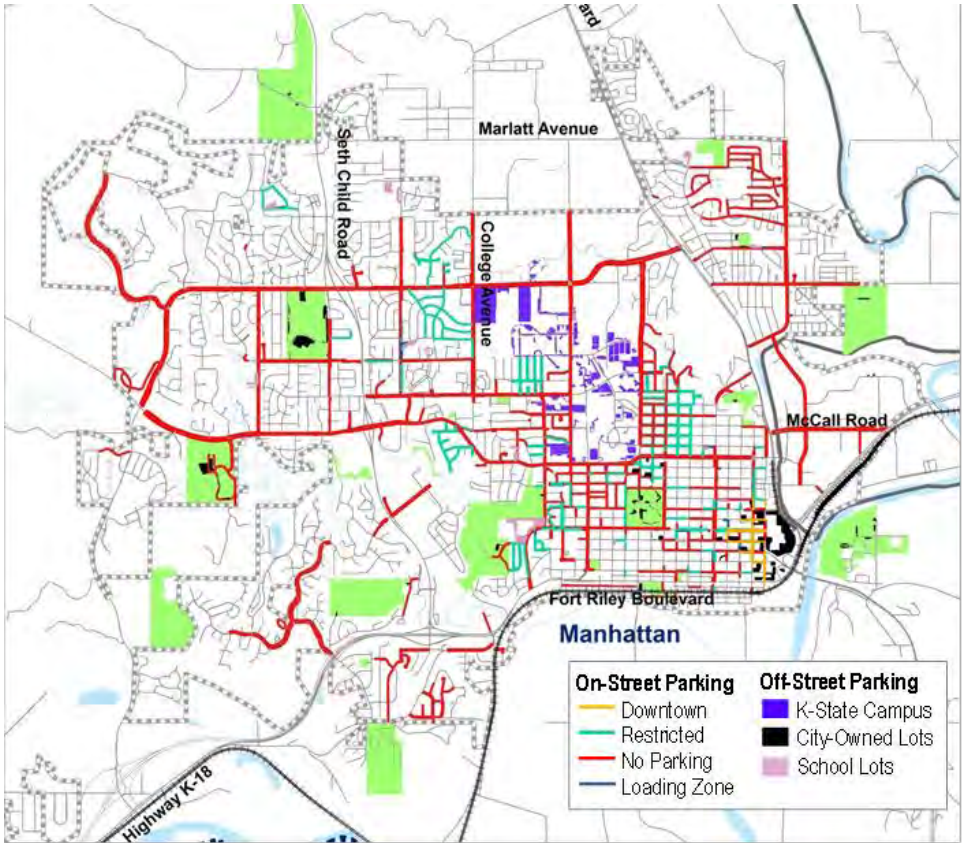
Map 13: Fixed Route Transit, Citywide Routes (above), Jardine Route (Campus, below)



Parking

- **Supply:** Within the downtown Manhattan area there are 21 blocks of on-street parking available. In other parts of the City, restricted parking is available on certain streets. On the K-State campus there are 125 acres of off-street parking (garage and surface lots). Map shows existing parking in these areas. Parking for residential streets is generally not included in the figure.
- **Usage:** No parking counts are available, but some members of the community have expressed a concern about parking supply in the Downtown and Aggieville areas. This concern is being further investigated as part of the Comprehensive Plan.

Map 14: Parking

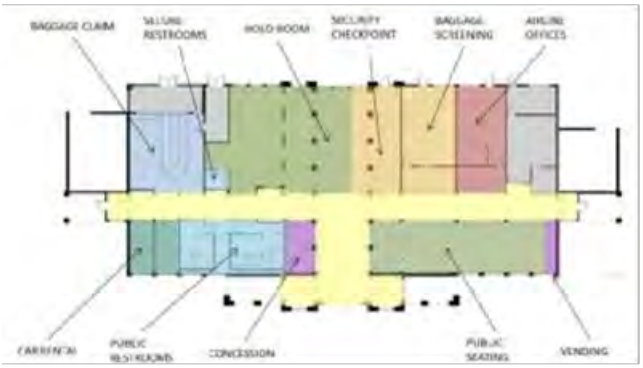


Airport

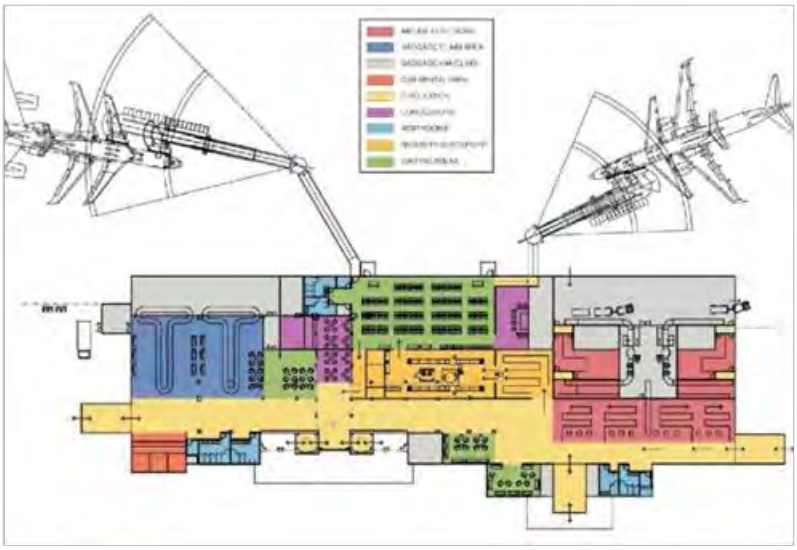
- **Existing System:** The Manhattan Regional Airport (MHK) is located in the southwest corner of the Comprehensive Urban Plan boundary and covers 680 acres. MHK currently has two concrete runways with dimensions of 5,000x75 feet and 7,000x150 feet. 49 aircraft hangars are on-site. Rental car facilities are also located on-site.
- **Usage:** MHK enplaned approximately 69,000 passengers in 2012. The airport had a total of 23,447 aircraft operations (takeoffs and landings) in 2012: 74% general aviation, 14% scheduled commercial, and 12% military.
- **Economic Impact:** MHK is a major generator of economic activity. Economic impacts associated with the airport include 292 jobs, $7.8 million in payroll, and $28.4 million in economic output.
- **System Plans:** MHK's 2011 Terminal Area Master Plan projects 111,000 annual enplanements in 2030. The terminal is currently undergoing a $15.8 million expansion project (see Figure) that will increase its size from 12,500 square feet to 42,000 square feet, and will provide two gates, an expanded parking area, and many other enhancements.
- **Military Use:** Although MHK does serve some charter operations for Fort Riley, it is not the Fort's official Aerial Port of Embarkation (APOE). Forbes Field in Topeka currently fills that role. Fort Riley has incorporated the improvements necessary to make MHK its APOE into its CIP, but plans for such a transition are still under consideration and no specific timeline has been developed.

Figure 27: Current Terminal Expansion Project

Existing Terminal Layout



Proposed Terminal Layout



PARKS & RECREATION

PARKS AND OPEN SPACE

Sources: City of Manhattan Parks and Recreation Department, National Recreation and Park Association (NRPA) National Database Report 2014.

- **Total Acres of Parkland:** Combined, the City of Manhattan, Riley County, Pottawatomie County, K-State, and USD383 own and maintain 32 parks totaling over 890 acres within the planning area. (See Planning Area Asset Inventory on page 49 for a complete listing and the Community Assets Map for park locations.)
- **Developed Parks:** The City of Manhattan owns and maintains 18 developed parks, totaling over 533 acres, and portions of CiCo Park (89.50 acres) and Triangle Park (0.53 acres). Riley County owns and maintains Fairmont Park (60.39 acres) and portions of CiCo Park, which also includes an area owned and maintained by USD 383.
- **Natural Resource Parks:** The City of Manhattan maintains 6 Natural Resource Parks totaling just over 357 acres. Activities include hiking and mountain biking, wildlife watching, boating (Blue River Access Area), disc golf (Warner Park) and other passive recreation uses. Washington Marlatt Park, which is owned/maintained by Kansas State University, is a Natural Use Park with hiking trails and prairie restoration area. Riley County resource areas include the K-177 scenic overlook, Kansas River Access area, and Rocky Ford.
- **Cemeteries:** The City operates and maintains two municipal cemeteries: Sunset Cemetery (45 acres) and Sunrise Cemetery (80 acres). There are two cemeteries within Blue Township in the Planning area: Valley View Memorial Gardens and Saint Patrick Cemetery.
- **Public Lands:** The planning area also includes public lands, serving a variety of functions, that are owned and maintained by either the City of Manhattan, Riley County, USD 383, Kansas State University, or some combination of these entities.

TRAILS

- **Existing Trails:** Combined, there are nearly 35 miles of trails in the planning area that serve walkers, hikers, joggers, and bicyclists (see the Parks and Trails Map).
  - ✓ **Linear Trail**: this trail extends more than 9 miles across the community. A new trailhead near Richards Drive is planned for 2014.
  - ✓ **Park Trails and Other Community Trails**: The Hudson, Susan B., Grand Mere, Kansas River, McCall Road, and K-State trails and paths, and park trails like those at Anneberg, City, CiCo, Fairmont, Marlatt, Northeast, and Wildcat Linear Parks provide over 25 miles of linkages to the overall network.
  - ✓ **Pottawatomie County:** 1 mile of unpaved trail exists in the Blue Township Growth Area, primarily serving adjacent neighborhoods.
- **Planned/Proposed Trails:**
  - ✓ **Eureka Valley**: The Eureka Valley-Highway K-18 Corridor Plan, adopted in April 2013, identifies an extensive network of conceptual bicycle and pedestrian trails to provide additional opportunities for outdoor enthusiasts to take advantage of the valley's natural assets and provide a linkage between the City of Manhattan and Ogden.
  - ✓ **Knox Lane and Old Blue River Trail**: Two projects have recently been submitted (early 2014) as part of the KDOT Transportation Alternative Grant Program. The

ISSUES AND OPPORTUNITIES

LEVELS OF SERVICE

Based on the 2012 estimated population of 56,069 residents, the planning area offers 15.9 acres of parkland for every 1,000 residents. While this calculation puts the community well above the 2013 national median of 9.1 acres per 1,000 residents provided by NRPA, other factors that contribute to actual levels of service, such as demographics, park proximity to populations, and park equity should be considered when determining future needs.

OPEN SPACE DEDICATION AND ACQUISITION

The 2003 Plan recommended that tools to support dedication and ongoing acquisition and maintenance of parks and open space amenities within the planning area be developed. These recommendations have not been implemented to date and should need to be considered as part of the planning process. While overall levels of service at a community level are more than sufficient, in some portions of the planning area, the amount of parkland has not kept pace with the amount of new development or population growth.

ISSUES AND OPPORTUNITIES

Pedestrian and Bicycle Access

While the planning area offers many parks and recreation amenities, not all are conveniently located or easily accessible via walking or bicycling. Non-vehicular access to these amenities is important so that residents of all ages and abilities, such as young kids, parents with strollers, or elderly adults can enjoy them without needing to drive to visit them.

Recreation Demand

Existing recreation facilities in Manhattan are heavily used by residents and recreational and competitive sports leagues. This heavy use is not limited to just City-owned facilities – schools, churches, and private facilities are also in high demand for recreational pursuits. As with park needs, recreational needs will continue to expand as the community grows, and so a strategy is needed to address future recreation facility needs, locations, and funding.

Knox Lane Multi-use Path would link Casement Road to Northeast Community Park. The Old Blue River Trail would connect Casement Road to the McCall Road Multi-use Path.

- ✓ **Miller Ranch / Lee Mill Heights Area**: Conceptual trail planning has been completed for Miller Ranch and Lee Mill Heights, and some easements have been platted with the developments in the area; however, limited trails have been constructed to date.
- ✓ **Linear Trail Extensions**: A planned extension for Linear Trail will follow Casement Road from Hayes Drive to Marlatt Avenue. Additionally, the Linear Trail Phase II plan proposes a complete trail route around the City, as well as a future connection to Tuttle Creek State Park.
- ✓ **WamSagMan Trail**: Some planning efforts have been completed for the WamSagMan Trail to connect Manhattan to Wamego along the Highway 24 corridor. The route will end at the Blue River Access Area with a connection to the Linear Trail.

Recreation

- **Programmed Facilities:** The City of Manhattan operates numerous recreation facilities including an ice rink, skate park, splash parks, sport courts and fields, three swimming pools, the Douglass Community Recreation Center, the Community House, and various park shelters, plazas and pavilions. The City also operates the Sunset Zoo, Union Pacific Depot, and the Flint Hills Discovery Center. Riley County maintains numerous recreational facilities at Fairmont and CiCo Parks, including a disc golf course, soccer fields, dog parks, and boat ramp.
- **Kansas River Access:** The Kansas River was designated in July 2012 as a National Water Trail by the U.S. Department of Interior. An access point for recreational canoeists and kayakers is located under the K-177 bridge on the east edge of downtown. Potential for an additional access point is being explored by the City and Riley County along the north river bank upstream from the Stagg Hill Golf Course.
- **Blue River Access:** The Big Blue River is a tributary to the larger Kansas River, and an access ramp is available along the Linear Trail just south of US 24.
- **K-State Recreational Services:** K-State provides an extensive array of recreational programs and facilities to serve students, alumni, faculty, staff and dependents.
- **Pottawatomie No. 2 State Lake Recreation Area:** Located within the Pottawatomie County portion of the Planning Area, this 250-acre recreation area and features a fishing lake, camping, and wildlife refuge.
- **Tuttle Creek State Park:** Located north of Manhattan, Tuttle Creek State Park provides boating, fishing, and camping opportunities for surrounding communities.
- **Private Recreation Facilities:** Numerous private recreational facilities are also available within the planning area, including 3 golf courses, the Optimist baseball fields, and a private tennis club.

Plans and Oversight

- The Manhattan Parks and Recreation Strategic Park Plan, adopted in 1999, recommended, among other things, creating an entity to assist in acquiring park land and developing facilities and phased construction of an indoor recreation center with indoor swimming facilities (items yet to be completed). Other major parks planning efforts include the 1992 Comprehensive Parks Master Plan, Needs Assessments in 2000 and 2004, and the 2006 Manhattan Recreation Study. The City Park Master Plan is still in development.

- The Parks and Recreation Advisory Board considers all major proposals and propositions for the construction, reconstruction and improvement of public parks and recreation facilities within the City and makes recommendations on these items to the City Commission.

Planning Area Asset Inventory

The following tables provide an inventory of parks, recreation facilities, special use, and natural resource assets within the planning area. Except where noted, all assets listed are owned and maintained by the City of Manhattan.

Asset	Acres
MINI-PARK	TOTAL: 0.18
Third Street Pocket Park	0.10
Osage Street Pocket Park	0.08
NEIGHBORHOOD PARKS	TOTAL: 51.51
Bluemont Hill	13.35
Colorado Park (Municipal Court)	2.9
Douglass Park	1.53
Girl Scout Park	9.48
Goodnow Park	2.08
Long's Park	2.70
Northview Park	5.11
Pioneer Park	2.76
Sojourner Truth Park	3.07
Stagg Hill Park	1.98
Sunset Neighborhood Park	6.55
COMMUNITY PARK	TOTAL: 227.33
City Park	44.78
Fairmont Park (City and Riley County)	100.28
Northeast Park	82.27
REGIONAL / LARGE RECREATION / SPORTS	TOTAL: 222.34
CiCo Park (City, Riley County, USD 383)	89.50
Eisenhower Baseball Complex	16.33
Frank Anneberg Park	110.69
Griffith Park	5.82
SPECIAL USE	TOTAL: 31.99
Blue Earth Plaza	1.42
Sunset Zoo	30.04
Triangle Park (City/K-State)	0.53
NATURAL RESOURCE PARK/NATURAL AREA	TOTAL: 365.71
Blue River Access Area	1.61
"Lee Mill Heights" Park	78.66
Jorgenson Park	1.90
K-177 Scenic Overlook (within KDOT right-of-way)	3.8
Kansas River Access near K-177 (within KDOT right-of-way)	3.5
Rocky Ford (Riley County)	1.6
Warner Park	89.04
Washington Marlatt Park (K-State)	150.71
Wildcat Creek Linear Park	34.89
TOTAL ACREAGE	**899.06**

ISSUES AND OPPORTUNITIES

Planned Improvement Projects

The City has targeted improvement projects planned for the following locations: Blue River Access Area, CiCo Park, City Park, Douglass Park, Frank Anneberg Park, Goodnow Park, Linear Trail, Long's Park, Northeast Park, Northview Park, Stagg Hill Park, Sunset Zoo, Triangle Park, and Wildcat Linear Creek Park.

Fieldhouse Project

The Fieldhouse Project is a citizen-based initiative led by interested residents in the Manhattan and Wamego communities. It identifies existing recreation needs in the area, and proposes a facility to address some of those needs. If funded and constructed, the proposed facility would be open year-round for local sports activities and would be large enough to host big recreational events and tournaments, to provide an economic boost to the region.

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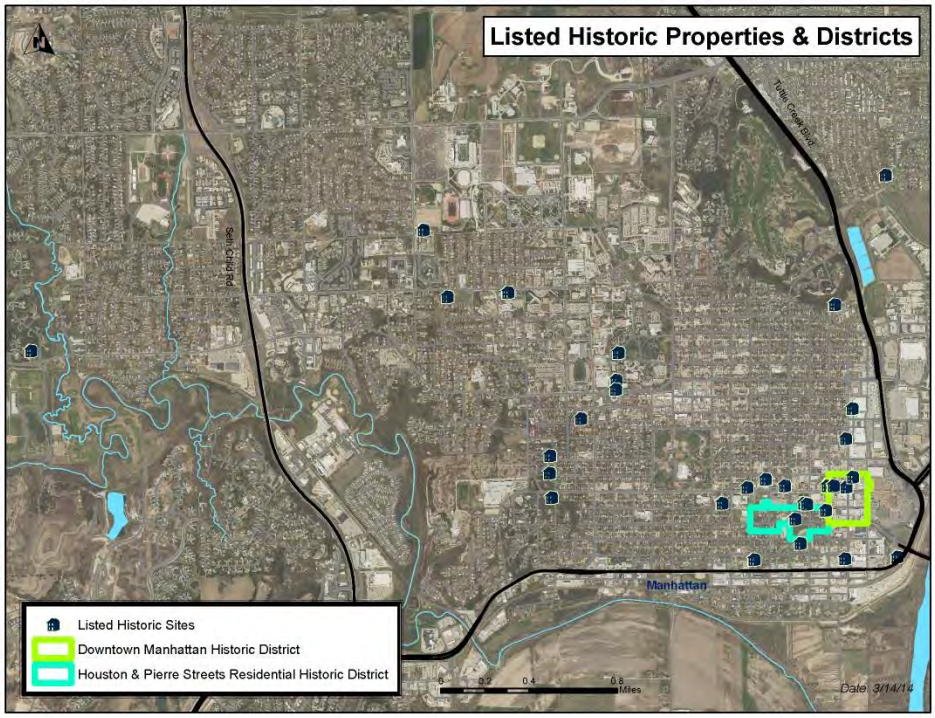
ARTS, HISTORY & CULTURAL RESOURCES

CULTURAL AND HISTORIC RESOURCES

Sources: City of Manhattan Community Development, National Register of Historic Places, Register of Historic Kansas Place, Kansas Historical Society.

Map 15: Listed Historic Properties and Districts



- Manhattan has more than **30 properties and/or districts** currently listed on the national, state, or local Manhattan register, and many more are eligible for such recognition. Manhattan's historic districts include the following:
  - ✓ **Downtown Manhattan Historic District**: this six-block area encompasses the community's historic commercial and civic buildings within the central building district. It was established as a Certified Local Historic District in 1982 and is also listed on the National Register of Historic Places.
  - ✓ **Houston and Pierre Streets Residential Historic District**: this neighborhood area covers approximately four blocks along Pierre and Houston Streets between South 5th Street and South 9th Street. It is a Certified Local Historic District and includes several properties listed on the National Register of Historic Places.
- The **Riley County Historical Society (RCHS)** is a nonprofit that was founded in 1914. The RCHS works with Riley County in support of the Riley County Historical Museum, and the Museum staff administers the RCHS collection and properties.
- Notable historic properties within the Manhattan area in Riley County include the Persons Barn and Granary and the Rocky Ford School.
- There are no historic properties in Pottawatomie County listed on the National or State Registers of Historic Places.

ISSUES AND OPPORTUNITIES

NEIGHBORHOOD STABILITY

An increase in rental conversions, maintenance issues, and infill and redevelopment in historic—but undesignated—core area neighborhoods has resulted in concerns about impacts on neighborhood character and stability.

NON-DESIGNATED OR INELIGIBLE PROPERTIES

A 2003 Cultural Resources Study recommended that a range of tools—including conservation districts—be implemented to promote the stabilization of non-designated or ineligible historic resources. Additional discussion is needed to explore possible applications and implementation of this recommendation.

ADAPTIVE REUSE

Many historic structures in Downtown and Aggieville have been rehabilitated in recent years through adaptive reuse. Demand for space in these locations is high and is anticipated to spur ongoing revitalization efforts.

ISSUES AND OPPORTUNITIES

Self-Sustaining Facilities

Most arts and cultural organizations or facilities in the Planning Area today are donation-based and staffed by volunteers. The ability to expand arts and cultural offerings in the community will be limited, unless permanent sources of funding can be secured. In particular, ongoing maintenance needs and operation of facilities can be a challenge for local organizations.

Cultural Resources

The City sponsored a survey of Manhattan's African-American cultural resources to identify properties that have significant ties to the African-American community and which may be eligible for the National Register of Historic Places.

City Advisory Boards

- The **Arts and Humanities Advisory Board** works to promote and support arts and humanities in the community through recommendations to the City Commission to incorporate arts and humanities elements into CIP projects or other related activities, programs, and collaborations, and assist with the development of guidelines related to the selection and placement of public art.
- The **Historic Resources Board** works to encourage the preservation, restoration and rehabilitation of historic properties within the city through the designation of Historic Sites, Structures and Districts, to advise the City Commission on matters related to historic preservation, and review projects that may affect designated historic properties.

Applicable Statutes and Ordinances

- The **Kansas Historic Preservation Statute** requires the review of projects that may affect properties listed on either the State or National Register of Historic Places. Such projects are reviewed by the City's Historic Resources Board.
- The City's **historic preservation ordinance** also provides a process for the designation of locally-significant historic structures, sites, and districts.

Archaeological Sites

- The **Manhattan Archaeological Survey**, completed in 2009 by Kansas State University, identifies and evaluates the archaeological resources in areas of potential development.
- More than **130 archaeological sites** or places of past human activity have been identified across the Manhattan Area, including sites ranging in age from approximately 6,000 years ago to less than 100 years old.

Arts and Cultural Facilities and Amenities

Sources: City of Manhattan.

- The Manhattan Area offers many public and private arts and cultural offerings and facilities including the historic Community House, Douglass Center, and City Auditorium. Other major public facilities include the following:
  - ✓ **Flint Hills Discovery Center:** this facility opened in 2012 and is a focal point of the south end redevelopment. It offers a unique tourism and community experience that inspires people to celebrate, explore, and care for the Flint Hills. As of January 31, 2014, the facility has welcomed 124,797 visitors.
  - ✓ **Sunset Zoo:** founded in 1933, this 48-acre park is a cultural and education asset to the community. In 2013, Manhattan's Sunset Zoo welcomed 74,516 guests; a record-breaking year for the 80-year-old park. Additionally, the Zoo serves on average 40,000 community members through educational outreach activities each year. Open 360 days a year, Manhattan's Sunset Zoo is one of 222 institutions accredited nationally by the Association of Zoos and Aquariums (AZA) and home to nearly 200 animals.
  - ✓ **Union Pacific Depot:** the City took ownership of this historic structure in 1990 and has worked with the Manhattan Riley County Preservation Alliance to create partnerships for the structure's rehabilitation and other site improvements. The facility is available for rent as a multi-use facility for exhibitions, conferences, and other events.
- **Public Art Installations** in Manhattan include an iconic sculpture atop the roundabout at 4th and Bluemont, entitled "Peace Offering on the Blue." The Arts and Humanities Advisory Board has proposed creating a database of public art and other significant humanities elements on City of Manhattan public lands.
- **Major community events and festivals** include the Country Stampede, a music festival at Tuttle Creek State Park, Arts in the Park, Juneteenth, Jazz Festival, Purple Power Play in the Park, Thunder Over Manhattan, and several parades each year.
- **Kansas State University** holds community events such as the K-State Open House and Band Day, hosts the McCain Performance Series and Landon Lectures, which bring national and international events and speakers to the community, and is home to the Beach Museum of Art.
- The **Manhattan Arts Center** and private galleries are located in the City.
- **AHA! Manhattan**, the Arts & Humanities Association of Manhattan, is a collaboration of area cultural and nature-based attractions who partner to create community connections through art, humanities, and the natural world.

PUBLIC SAFETY

POLICE

Sources: Riley County Police Department, Pottawatomie County Sheriff's Department, Kansas State University.

Riley County

- The Riley County Police Department (RCPD) is unique in that it is a consolidated law enforcement agency with countywide jurisdiction, serving all of the County's communities (including the City of Manhattan) as well as unincorporated areas.
- RCPD has 205 full-time employees, including 107 sworn officers and 98 civilian employees.
- Major divisions of RCPD include director, administrative, patrol, investigation, support, and corrections, and each division is overseen by a Commander and facilitates day to day operations.
- The Riley County Police Department is located at 1001 S. Seth Child Road, Manhattan (see the Community Assets Map).

Pottawatomie County

- The Pottawatomie County Sheriff's Department serves the unincorporated portions of Pottawatomie County and operates a substation on Green Valley Road. The department has 55 employees, including 27 full-time deputies and 6 part-time deputies.
- Major divisions of Pottawatomie County Sheriff's Department include communications, detention, investigations, patrol, and special programs.

Kansas State University

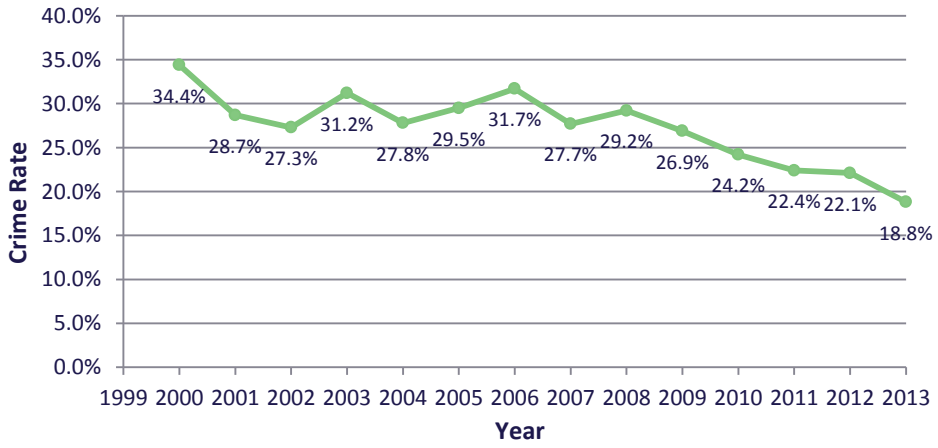
- Kansas State University has its own Police Department that provides safety-related services to the campus. It has 41 employees, including 22 officers, 9 security officers, and 10 administrative staff members.

CRIME

Sources: Riley County Police Department, Kansas State University.

Manhattan Urban Area

Figure 28: Manhattan Urban Area Crime Rate (per 100,000 population)



ISSUES AND OPPORTUNITIES

CAMPUS AREA SAFETY

While most campus area safety concerns are generally related to parties, noise, and other nuisances, some more serious offenses do occur including drug and alcohol violations, burglary, sexual offenses, and assault. Careful consideration of safety-related issues needs to occur as the university and campus area grow and change.

CRIME RATE

Total crime in the urban area has remained relatively constant in the most recent decade, with year-to-year reductions in four of the five years from 2008 to 2013. The crime rate, calculated as the number of crimes per 100,000 population, has seen more significant reductions, dropping from a high of 34.4% in 2000 to 18.8% in 2013.

ISSUES AND OPPORTUNITIES

Volunteer Fire Departments

Unincorporated portions of the Manhattan Urban Area that fall within both Riley and Pottawatomie Counties rely on volunteer fire protection services. While the services provided are generally adequate, this can be an issue for some types of development and/or their insurance companies, including large national retailers who have specific fire protection and locational standards for new stores. Possible solutions under exploration and/or development include mutual aid agreements with the Manhattan Fire Department, and water service agreements to improve water capacity so that new commercial buildings may have water sprinklers.

Kansas State University Campus

- According to the 2013 Kansas State University Annual Campus Security and Fire Safety Report, burglary is the most common crime reported on campus, with 25 incidents in 2012. Incidents of aggravated assault and forcible sex offenses have also been reported on and near campus in recent years.
- Drug and liquor law arrests and violations are prevalent on the University's campus, especially in residential facilities.

Figure 29: Kansas State University On-Campus Crime Statistics and Arrests

Reported on Campus	2010	2011	2012
Burglary	25	22	25
Aggravated Assault	3	2	3
Sex Offenses, Forcible	6	7	1
Liquor Law Arrests	62	101	48
Liquor Law Violations (referred for Disciplinary Action)	363	474	608
Drug Law Arrests	8	17	27
Drug Law Violations (referred for Disciplinary Action)	11	44	34
Weapons Violation Arrests	2	2	0
Weapons Violations (referred for Disciplinary Action)	0	0	1

Fire

Sources: Manhattan Department of Fire Services, Riley County Fire District #1, Blue Township Fire Department.

City of Manhattan

- The Manhattan Department of Fire Services provides fire safety and technical and emergency services to the City of Manhattan.
- The City operates 5 fire stations located across the community (see the Community Assets Map for locations) and employs 68 full time firefighters.

Riley County

- Riley County Fire District #1 provides services to all unincorporated areas of Riley County. Services are provided by a group of 160 dedicated volunteers operating 16 fire stations throughout the County. There is also a mutual aid agreement with the City of Manhattan.

Pottawatomie County

- The Pottawatomie County Fire Department is a volunteer department with 25 employees that provides services to the Blue Township area of Pottawatomie County, east of the City of Manhattan.
- The Pottawatomie County Fire Department operates two stations.
- There is a mutual aid agreement to the south and north areas of the Pottawatomie County Fire District with City of Manhattan Fire Department (south around Highway 24 and Green Valley Road) and Riley County Fire Department (north around K-113 and Dyer Road).

COMMUNITY HEALTH AND WELLNESS

MEDICAL CARE

Sources: Riley County Emergency Medical Service, Mercy Regional Health Center of Manhattan, Riley County Health Department 2013 Annual Report, 2008-2012 Amercian Community Survey 5-Year Estimates.

Health Care Facilities

- **Mercy Regional Health Center** is acute care facility licensed to operate 150 beds in two facilities. It is a private, not-for-profit organization that was created in 1996 by combining The Saint Mary Hospital and Memorial Hospital. The facility maintains 150 physicians, more than 800 employees, and approximately 350 volunteers to serve Manhattan and the surrounding areas with a wide range of quality health and wellness services.
- **Riley County Health Department** operates a clinic and offices in the City of Manhattan, and employs approximately 40 nurses, social workers, dieticians, support staff, and administrative staff members. The Health Department works with residents, the local Board of Health, community health and education organizations, Fort Riley, and regional and state partners to strengthen and build the health of Riley County residents and visitors. Through the Immunization Program, the Health Department provided immunizations to 5,434 residents in 2013.

Emergency Medical Service (EMS)

Riley County Emergency Medical Service (RCEMS) is part of the Department of Emergency Services at Mercy Regional Health Center of Manhattan.

- RCEMS is the primary provider of Emergency Medical Services for all of Riley County, and the southwestern corner of Pottawatomie County (Blue Township).
- RCEMS is a Type I ambulance service that can provide paramedic level advanced life support 24 hours a day and receives over 4,000 calls or patient contacts per year, or about 11.5 calls per 24-hour shift.
- RCEMS staffs 23 full-time employees and one volunteer first responder. It and maintains five ambulances, two first responder units, and four four-wheel drive vehicles to serve as support vehicles.

Insurance and Clinical Care

- Within both Pottawatomie and Riley Counties, more than **91% of the population has health insurance coverage**.
- Riley County and Pottawatomie County have **lower levels of access to primary care physicians** than the state and national levels (per 100,000 population 54.74 physicians for Pottawatomie County, 68.5 for Riley County compared with 81.67 for Kansas and 85.83 for the US).

Figure 30: Health Insurance Coverage, 2010

Health Insurance Coverage	Pottawatomie County		Riley County	
With health insurance coverage	19,660	92.8%	59,707	91.8%
No health insurance coverage	1,531	7.2%	5,298	8.2%

ISSUES AND OPPORTUNITIES

HEALTHY WEIGHTS AND LIFESTYLES

The high levels of overweight and obese adults in the area (and across the nation) correlate to not only dietary choices and food options, but also the physical and natural environment. Availability and proximity of parks, open space, trails, and recreational facilities influences opportunities for engaging in physical activity throughout the day. Likewise, development patterns and easy and safe options for active modes of transportation such as walking, biking, or even walking to transit stops help reduce reliance on personal automobiles and the amount of time individuals spend sitting in a vehicle.

HEALTH AND ECONOMIC LINKAGES

Economic opportunities are closely tied to community health and wellness. Quality of life factors, including the cost and availability of health care, are often key considerations for employers looking to grow or locate in a community. Moreover, employment and economic status influence an individual's access to health care and can shape his/her health-related behaviors.

ISSUES AND OPPORTUNITIES

HEALTH OUTCOMES

While many factors determine health of an individual, measuring some key indicators such as asthma, diabetes, and obesity rates, provides a snapshot of the overall health of a population. These trends can help highlight areas where enhancements to the physical environment, focus on health-influencing behaviors, and reduction in social and economic challenges can improve overall health of a community.

- Of all counties in the State of Kansas, in terms of overall health outcomes, Riley County is ranked second and Pottawatomie County is ranked fourth, which indicates that residents of both counties are generally healthier than the rest of the state. Moreover, both Riley and Pottawatomie Counties have **lower levels of residents who report poor or fair general health**.
- Despite these rankings, Pottawatomie County has **higher rates of diabetes, overweight and obese adults, and suicide** than state and national levels.
- More than 60% of adults in Pottawatomie and Riley Counties are overweight or obese, which can put individuals at risk for other related health issues. These levels indicate that there are opportunities to decrease unhealthy behaviors and improve health through the physical environment.

HEALTH INDICATORS

Source: Community Health Needs Assessment Toolkit (CHNA.org), County Helath Rankings & Roadmaps (CountyHealthRankings.org). Health data is reported at the County level.

Physical Environment

Many elements of the physical environment contribute to a community's overall health, such as access to healthy food and opportunities for recreation and active living.

- Riley County has **many fast food restaurants** that are accessible by the population and low levels of access to grocery stores and recreation and fitness facilities as compared to the rest of the state and the US as a whole.
- Pottawatomie County has a higher level of accessibility to grocery stores and fewer fast food restaurants than the rest of the state and country, yet it **lacks access to recreation and fitness facilities**.

Health-Influencing Behaviors

Behaviors such as physical activity, consumption of nutritious foods, and alcohol and tobacco consumption also shape overall health on an individual basis.

- Riley County residents report higher levels of **heavy alcohol consumption** than the state and US levels.
- Kansas as a whole, including Pottawatomie and Riley Counties reports higher levels of **inadequate fruit and vegetable consumption** than national levels.

Figure 31: Community Health Indicators

	Pott. County	Riley County	Kansas	United States
PHYSICAL ENVIRONMENT (rate per 100,000 population)				
Fast Food Restaurant Access	41.66	**71.71**	68.45	70.04
Grocery Store Access	**27.77**	8.44	16.96	20.85
Recreation & Fitness Facility Access	0	4.22	7.85	**9.56**
HEALTH-INFLUENCING BEHAVIORS (percentage of population that self-reports engaging in)				
Heavy Alcohol Consumption	19.9%	**20.3%**	14.4%	15.2%
Inadequate Fruit/Vegetable Consumption	79.10%	77.60%	**80.9%**	75.86%
Physical Inactivity	23%	18.3%	**24.03%**	23.41%
Tobacco Usage	18.4%	13.2%	17.9%	**18.6%**
HEALTH OUTCOMES (percentage of population experiencing)				
Asthma Prevalence	12.8%	10.43%	12.64%	**13.2%**
Diabetes Prevalence	**9.4%**	8.5%	8.75%	8.95%
Heart Disease Prevalence	3.2%	2.71%	4.1%	**4.33%**
Obesity (Adult BMI > 30)	**31.6%**	26.6%	30.21%	27.29%
Overweight (Adult BMI between 25 and 30)	**39.3%**	34.4%	36.05%	36.32%
Poor or Fair General Health	9.2%	6.8%	12.8%	**15.84%**
Suicide (Rate per 100,000 population)	**20.31**	8.01	13.47	11.57

EDUCATION

Primary & Secondary

Sources: Kansas State Department of Education, Manhattan-Ogden Unified School District 383

Manhattan-Ogden Unified School District 383

- The **Manhattan-Ogden Unified School District 383** (USD 383) serves a large portion of Manhattan Urban Area. The district's reported total enrollment for the 2012-2013 school year is 6,319 students. See the Community Assets Map for school locations.
- **Graduation Rates:** The 2012 four-year adjusted cohort graduation rate for all students in the district was 73.7% percent, which is well below the state rate of 84.9%.
- **ACT Exam Scores:** The average composite scores on students' ACT exams have remained higher than the state average since 2009 (23.2 in 2013 for the district compared with 21.8 for the state).
- Approximately 39% of students in the district are economically disadvantaged.

Figure 32: Manhattan-Ogden Unified School District 383 Schools and Enrollment

	2012-2013 Enrollment	% Economically Disadvantaged
PRIMARY SCHOOLS		
Amanda Arnold Elementary School	512	26.76%
Bluemont Elementary School	239	52.72%
Frank V. Bergman Elementary School	473	45.88%
Lee Elementary School	446	60.31%
Marlatt Elementary School	448	25.67%
Northview Elementary School	564	64.18%
Ogden Elementary School	198	70.20%
Theodore Roosevelt Elementary School	304	35.51%
Woodrow Wilson Elementary School	260	26.15%
SECONDARY SCHOOLS		
Anthony Middle School	515	25.83%
Eisenhower Middle School	438	55.02%
Manhattan High School	1921	28.63%

Riley County School District

The **Riley County School District 383** had an enrollment of 705 students as of September 2013 and serves some portions of the Manhattan Urban Area on the west side.

Private Schools

- Flint Hills Christian School is a private school serving grades pre-Kindergarten through 12th Grade. Reported enrollment for the 2012-2013 school year was 162. (Source: www.greatschools.org)

ISSUES AND OPPORTUNITIES

Enrollment Trends

Due to ongoing uncertainty with Fort Riley, NBAF, and other factors that affect overall population and student enrollment, USD 383 does not utilize long-range projections. Rather, enrollment is monitored on an annual basis and projections typically only extend 3-5 years. Based on current projections, the district indicates that while existing facilities are currently full, attrition rates and capacity in higher grades are likely to offset increases in younger students.

Future School Construction

USD 383 owns two future school sites within the planning area in anticipation of future need—one in the Miller Ranch area (northwest) and one in Pottawatomie County (along Lake Elbo Road). However, the district has no plans for the construction of new schools at the current time.

Bussing

USD 383 anticipates that student bussing will continue for the foreseeable future to maintain the appropriate distribution of students between available facilities.

Post-Secondary

Sources: City of Manhattan, 2008-2012 American Community Survey 5-Year Estimates.

- Major institutions for post-secondary education in the Manhattan Area include the following: Kansas State University (see overview, page 12), Manhattan Area Technical College, Manhattan Christian College, and the American Institute of Baking.
- Total enrollment at Manhattan Area Technical College (MAT) for 2013 was 1,327 students. Manhattan Christian College has 319 students enrolled as of Spring 2014, and enrollment is growing at a rate of approximately 1% per year.

Early Childhood Programs

Source: Manhattan-Ogden Unified School District 383, Kansas State University

- Early childhood education and preschool programs offered by USD 383 and other community partners include the following:
  - ✓ **College Hill Preschool** – a preschool program for children at least 4 years old.
  - ✓ **Head Start** – a free, federally-funded early childhood program for low-income families.
  - ✓ **Infant-Toddler Services** – provides early intervention services to infants and toddlers with special needs and their families. Services are at no cost to families.
  - ✓ **K-State Center for Child Development** – a full-service early care and education center for children ages infant through school age.
  - ✓ **Panda Preschool** – an inclusive classroom at Amanda Arnold Elementary School
  - ✓ **Parents as Teachers** – a free program for families during pregnancies until age three.
  - ✓ **Stone House Child Care** – full day care and education services for children aged 18 months to 5 years on the Kansas State University Campus.
  - ✓ **Theodore Roosevelt Preschool** – an active learning environment for preschoolers.
  - ✓ **Zoo Sprouts** – a nature-based childcare program at Sunset Zoo for children aged 2.5 through school age.

Lifelong Learning

Sources: North Central Kansas Libraries System, Kansas State Unviersity, UFM website.

- The North Central Kansas Libraries System operates the Manhattan Public Library. More than 41,527 residents have library cards.
- In 2012, 804,120 items were checked out from the Public Library, and an average of 1,000 people visited the library each day to check out materials, use computers, attend programs, find answers, get information, take tours, and use meeting rooms.

  Kansas State University also offers five library venues in the Manhattan Area for study, research, and work on collaborative projects.
- UFM Community Learning Center is a non-profit campus and community education program serving Kansas State University, the Manhattan area and communities across Kansas. UFM was started in 1968 by a group of KSU students and faculty as a way to bridge communication between the campus community and the Manhattan community. Based on the philosophy that everyone can learn and everyone can teach, UFM provides opportunities for lifelong learning and personal development.

Inventory Maps

OVERVIEW

The following inventory maps were developed to inform the Comprehensive Plan Update and to illustrate current (2014) conditions in the Planning Area.

- 2014 Existing Land Use
- Community Assets
- Development Constraints
- Generalized Ownership
- Land Absorption and Availability
- Parks and Trails
- Zoning

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EXISTING LAND USE

Manhattan Area 2035
BUILDING OUR FUTURE...TOGETHER.

Legend

- Comprehensive Plan Update Boundary
- Fort Riley

Land Use Categories

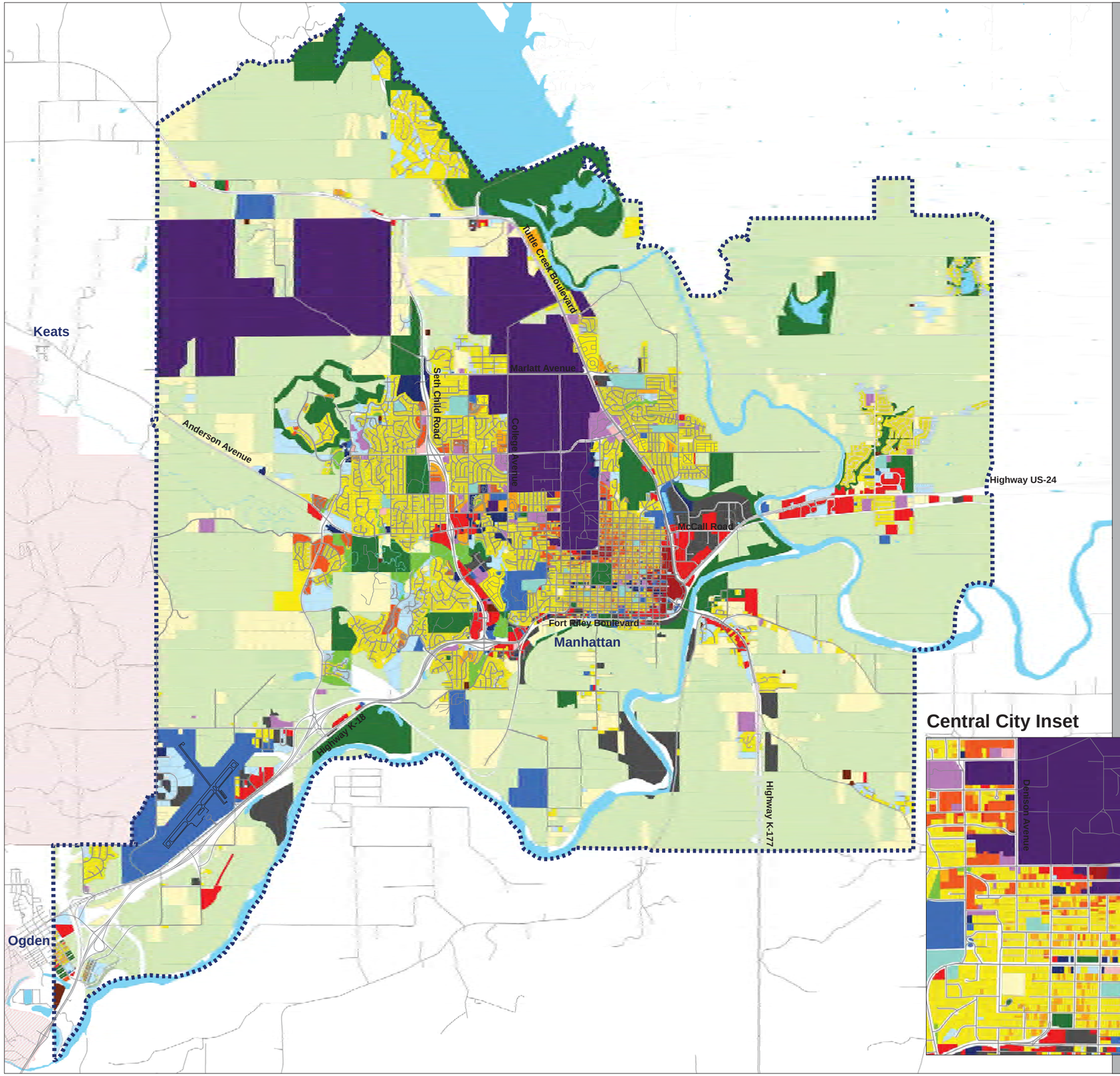
- Agriculture
- Central Business Commercial
- Community Commercial
- Industrial
- Institutional
- University
- Neighborhood Commercial
- Office-Research Park
- Open Space
- Public
- Parks and Recreation
- Residential High Density
- Residential Low Density
- Residential Medium Density
- Rural Residential
- Schools
- Utilities
- Vacant Platted Lots

Source: City of Manhattan, Riley County, Pottawatomie County

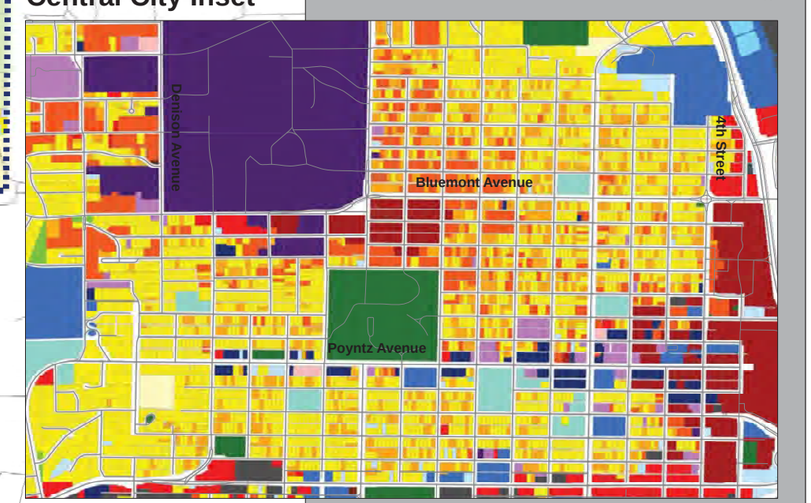
February 2014

0 0.475 0.95 1.9 2.85 3.8 Miles

N



Central City Inset



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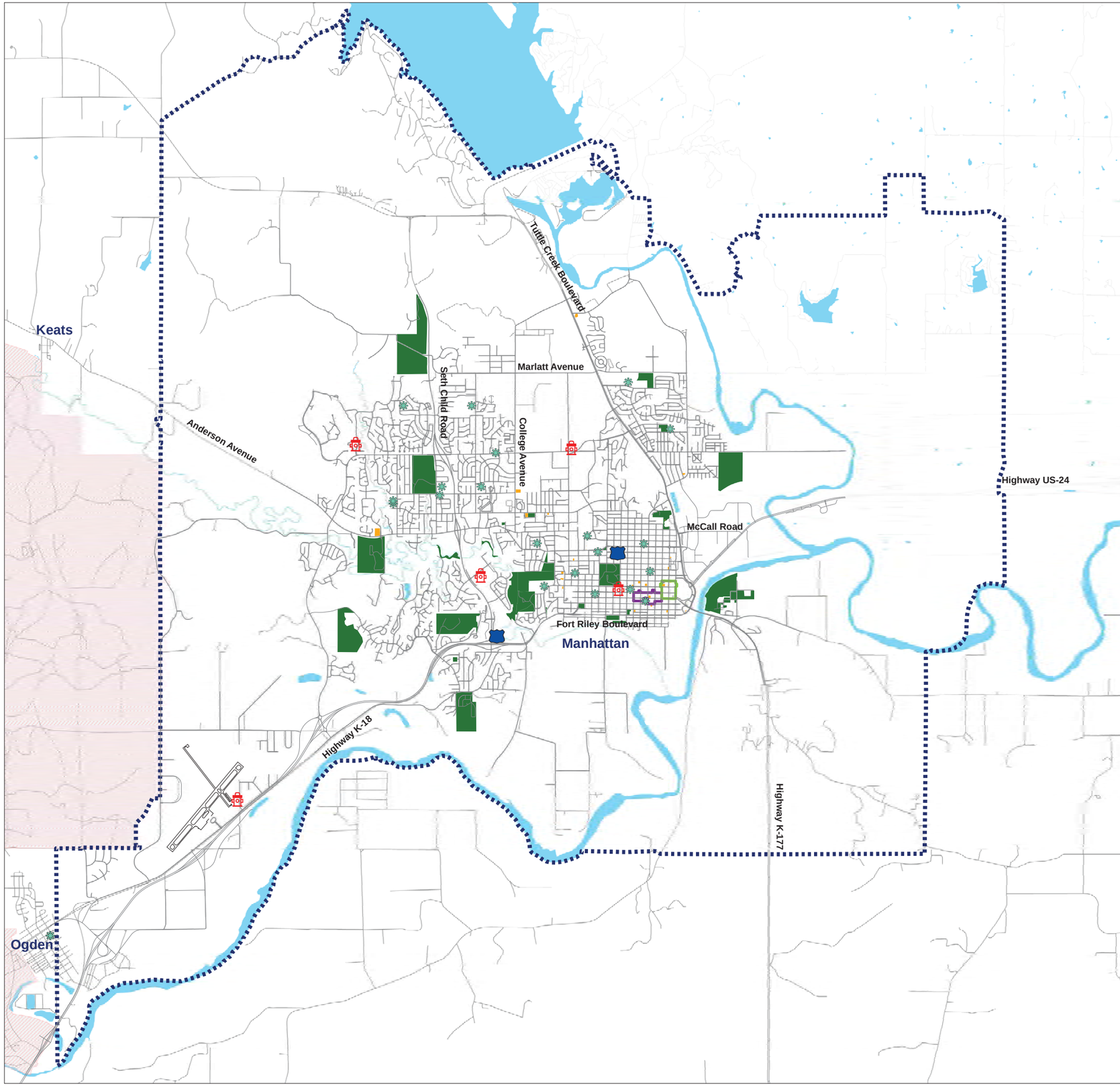

Manhattan Area 2035
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COMMUNITY ASSETS

Legend

- Comprehensive Plan Update Boundary
- Fort Riley
- USD 383 School Locations
- Riley County Police Department Stations
- Manhattan Fire Department Stations
- City Parks
- Downtown Manhattan Historic District
- Houston & Pierre Streets Residential Historic District
- Listed Historic Sites

Source: City of Manhattan, Riley County, Pottawatomie County

February 2014

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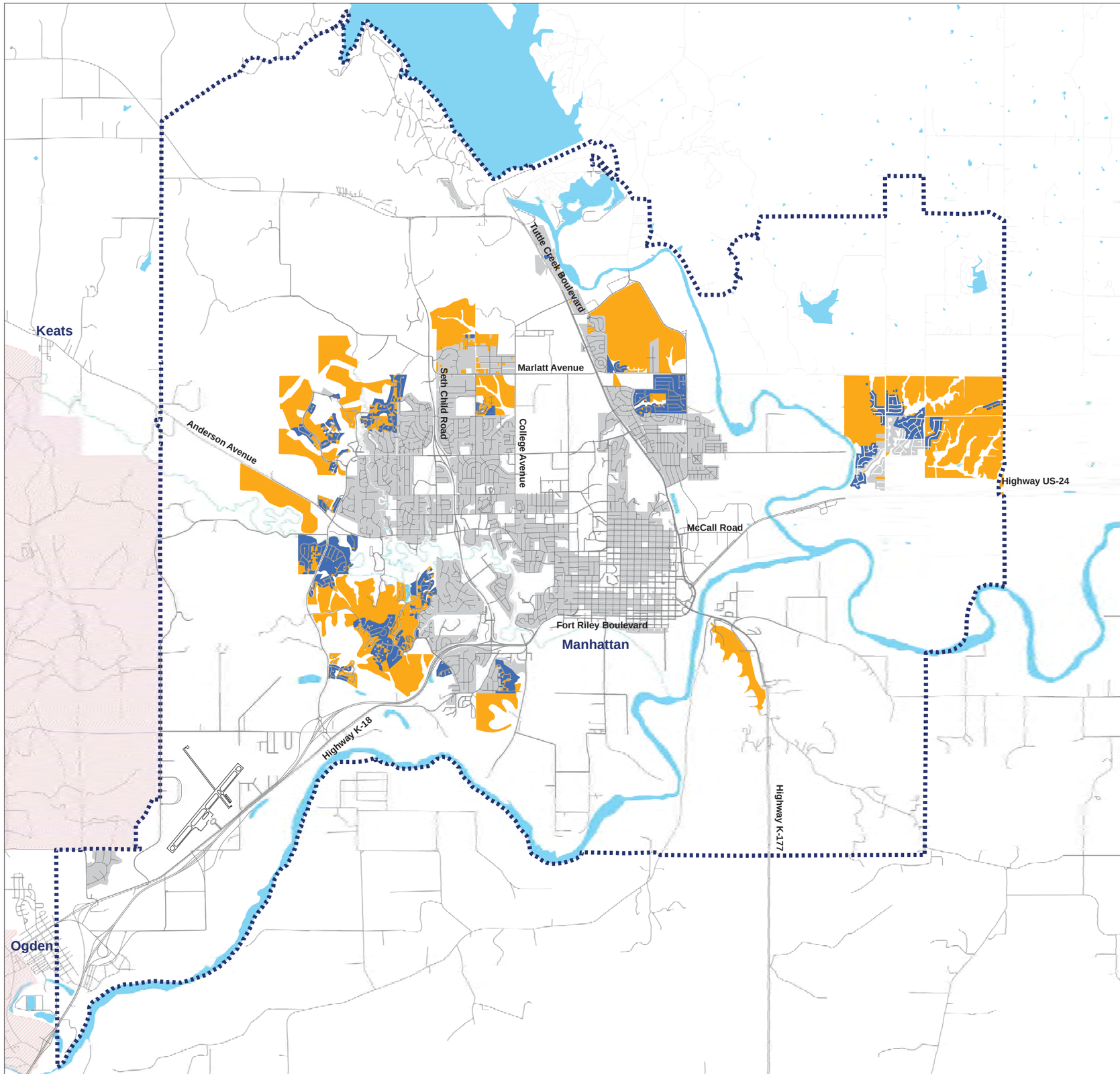

Manhattan Area 2035
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RESIDENTIAL LAND ABSORPTION

Legend

- Comprehensive Plan Update Boundary
- Fort Riley
- Absorbed Residential Land 2003-Current: 826 acres
- Future Residential Land (from 2003): 4,146 acres
- 2003 Residential Core: 4,032 acres

Source: City of Manhattan, Riley County, Pottawatomie County

February 2014

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DEVELOPMENT CONSTRAINTS

Manhattan Area 2035
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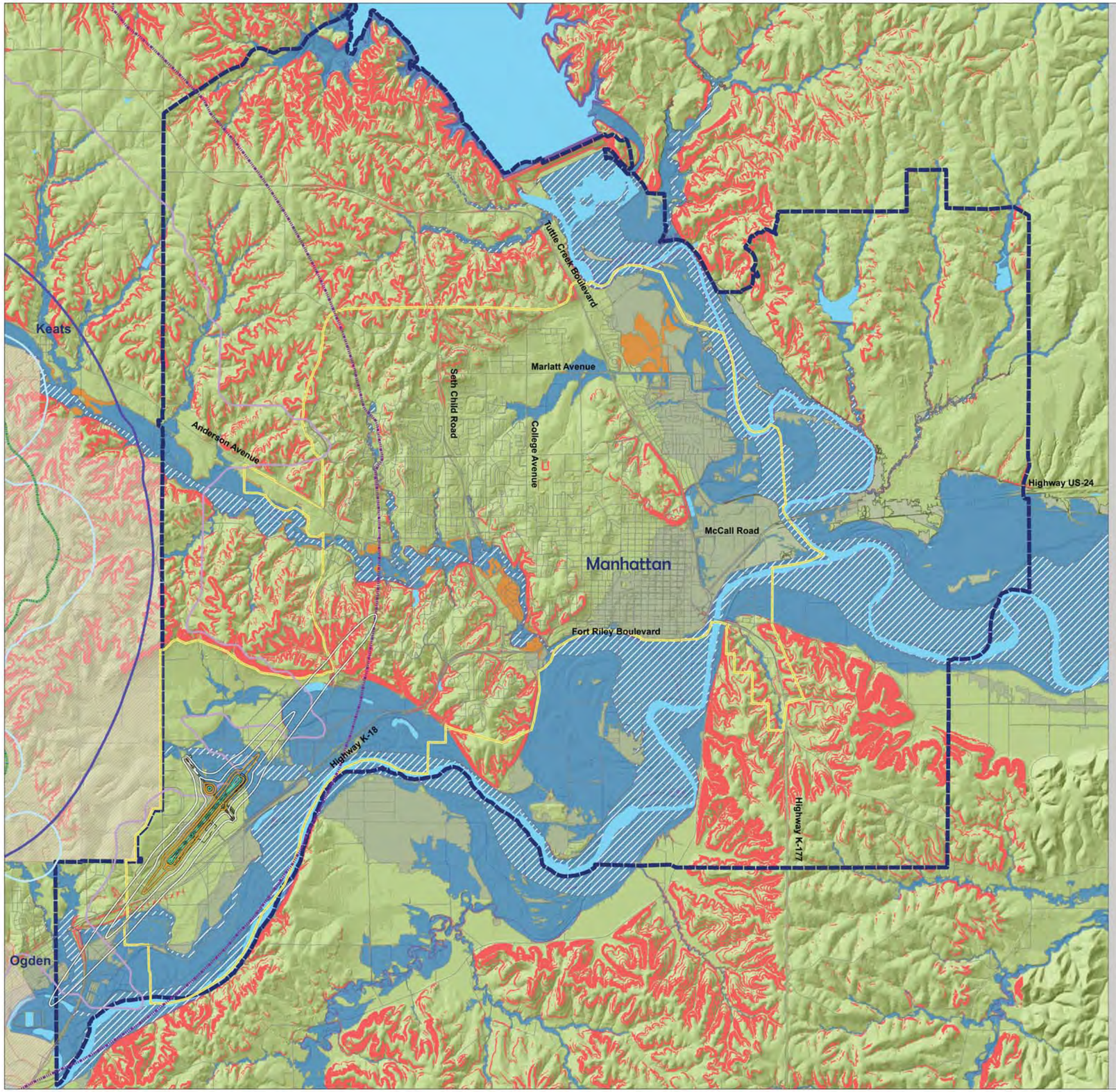

Legend

Airport 2027 Projected Noise Countours

- 60-65 ADNL
- 70-75 ADNL
- 80-85 ADNL
- LUPZ: 57 CDNL
- 62 CDNL
- 70 CDNL

FR Noise

Fort Riley Peak Noise Levels

- Large Caliber 115
- Large Caliber 130
- 2014 Urban Service Area
- Comprehensive Plan Update Boundary
- Fort Riley

Flood Zones

- Floodway
- 1 PCT FUTURE CONDITIONS
- A
- AE
- AH
- 0.2 PCT ANNUAL CHANCE FLOOD HAZARD
- X PROTECTED BY LEVEE
- Slope > 20%

Source: City of Manhattan, Riley County, Pottawatomie County

April 2014

0 0.75 1.5 3 Miles

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GENERALIZED OWNERSHIP

Manhattan Area 2035
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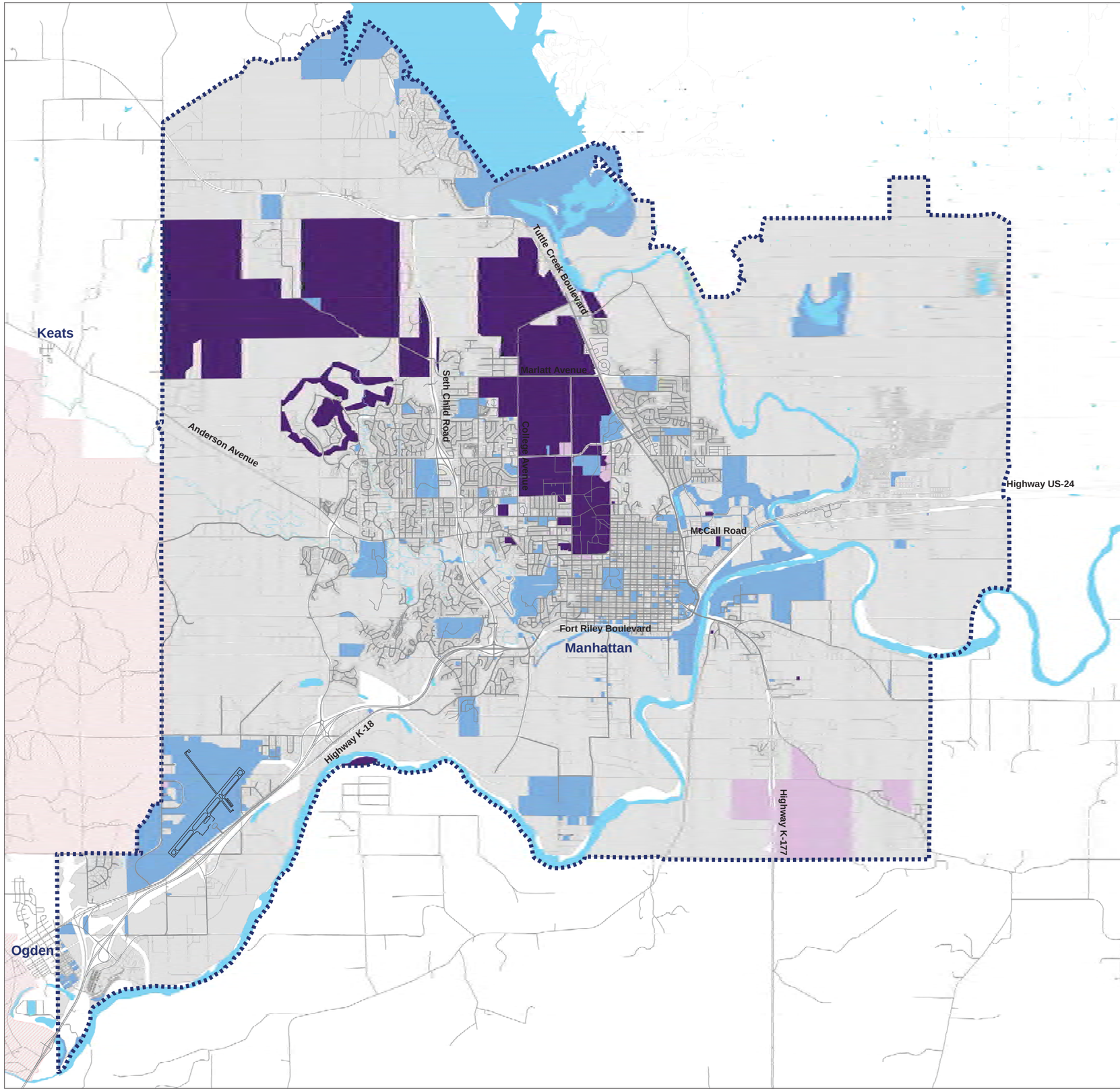

Legend

Comprehensive Plan Update Boundary

Generalized Ownership

- Public
- Kansas State University
- Kansas State University Foundation
- Private
- Fort Riley

Source: City of Manhattan, Riley County, Pottawatomie County

February 2014

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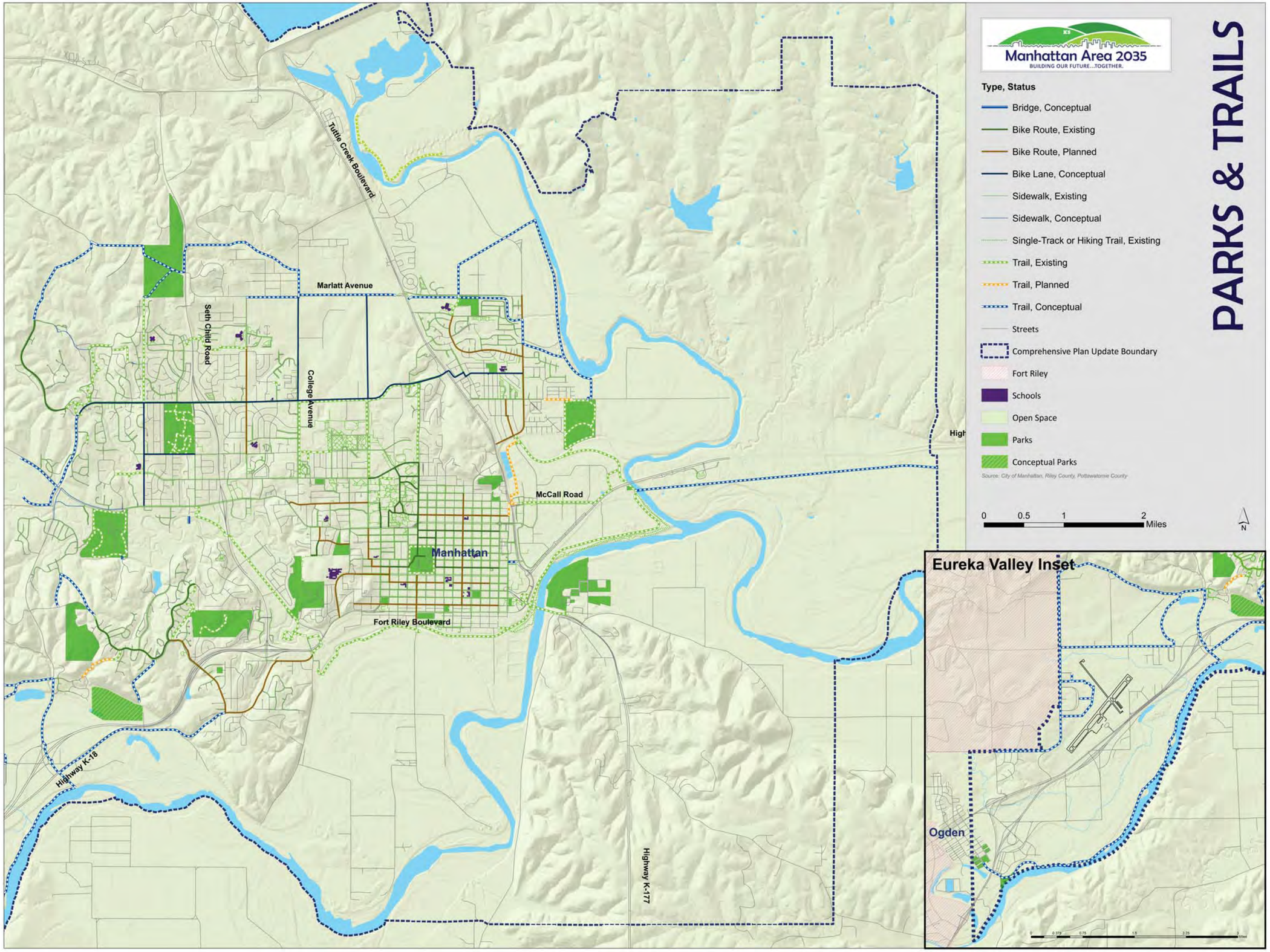
PARKS & TRAILS
Manhattan Area 2035
BUILDING OUR FUTURE...TOGETHER.
Type, Status
Bridge, Conceptual
Bike Route, Existing
Bike Route, Planned
Bike Lane, Conceptual
Sidewalk, Existing
Sidewalk, Conceptual
Single-Track or Hiking Trail, Existing
Trail, Existing
Trail, Planned
Trail, Conceptual
Streets
Comprehensive Plan Update Boundary
Fort Riley
Schools
Open Space
Parks
Conceptual Parks
Source: City of Manhattan, Riley County, Pottawatomie County
0 0.5 1 2 Miles
N
Tuttle Creek Boulevard
Marlatt Avenue
Seth Child Road
College Avenue
McCall Road
Manhattan
Fort Riley Boulevard
Highway K-18
Highway K-177
Eureka Valley Inset
Ogden

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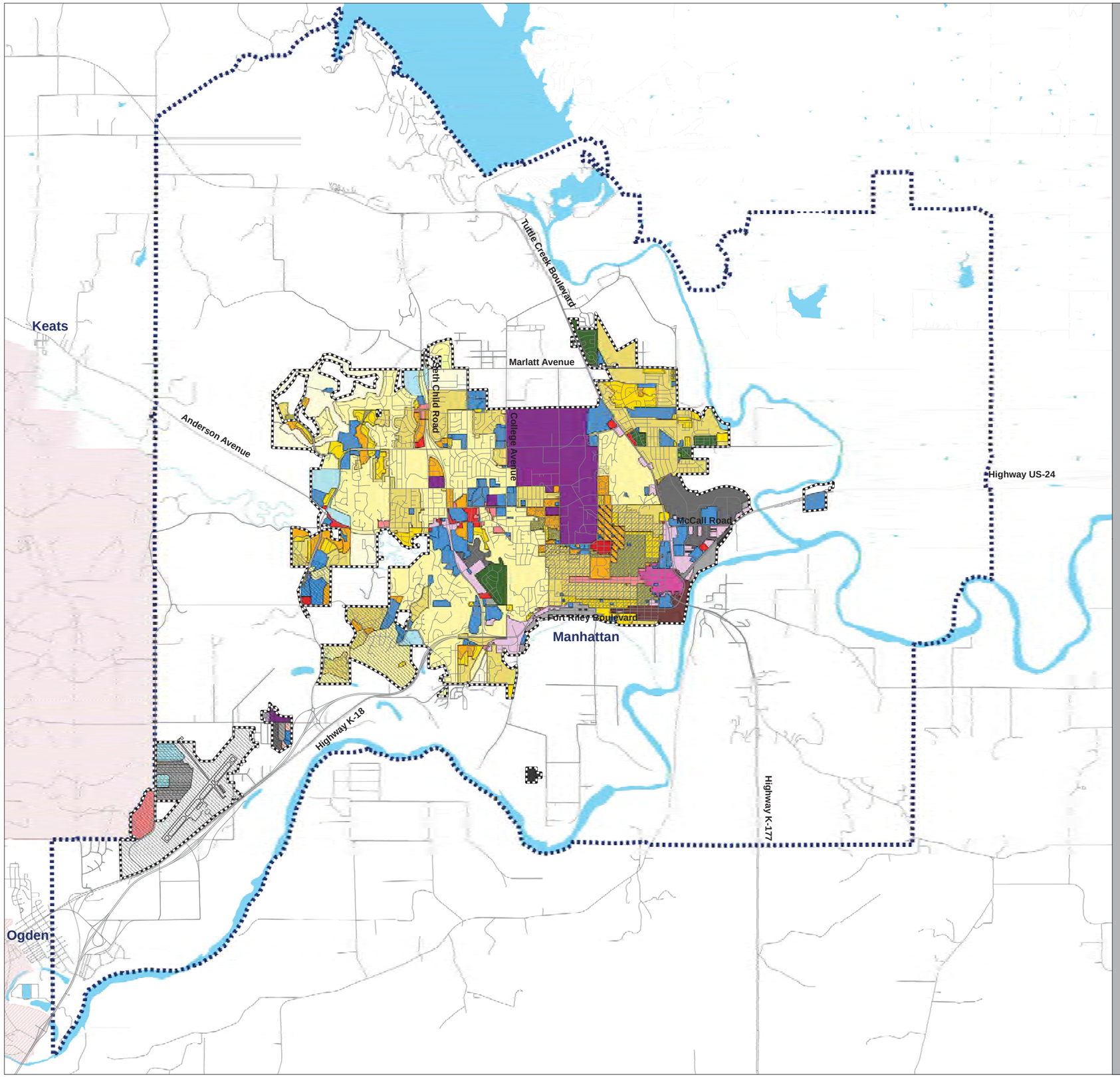

Manhattan Area 2035
BUILDING OUR FUTURE...TOGETHER.

MANHATTAN CITY ZONING

Legend

- Manhattan City Boundary
- Comprehensive Plan Update Boundary
- Fort Riley

Zoning Districts

- R-S
- R
- R-1
- R-2
- R-M
- R-3
- R-4
- R-5
- C-1
- C-2
- C-3
- C-4
- C-5
- C-6
- I-1
- I-2
- I-3
- I-4
- I-5
- LM-SC
- PUD
- U

Zoning Overlays

- Airport
- Corporate Technolog Park
- Multi-Family Redevelopment
- Redevelopment District
- Traditional Neighborhood
- University

Source: City of Manhattan, Riley County, Pottawatomie County

February 2014

0 0.475 0.95 1.9 2.85 3.8 Miles

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Action Plan Status Report

The section provides a status report on all recommended strategies and actions identified as part of the 2003 Plan.

Strategy/Action	Responsible Party/Parties	Priority	2014 Status
LAND USE AND GROWTH MANAGEMENT			
Growth Management			
Utilize identified criteria for the Urban Service Area to: • Revise boundaries; • Review and adjust boundaries on a periodic basis; and • Prioritize identified Growth Areas for new residential, commercial and industrial development within established boundaries.	City/County	1 & O	*Reviewed annually; updated/expanded in Gateway and Eureka Valley corridors*
			Completed as needed
			Completed as needed
			Completed as needed, periodic urban growth analysis
Coordinate efforts to manage rural development located outside the Urban Service Area by: • Developing Intergovernmental Agreements with Rural Service Districts; • Reviewing areas for future expansion outside of the Urban Service Area on a periodic basis.	City/County	2	*Ongoing discussion/coordination on as needed basis.*
	Rural Service Districts		*Riley Co. Water #1; Gateway; Blue Township Utility service agreements completed as needed*
			Completed with annual reviews of USA and discussion with counties.
Based on this prioritization of Growth Areas shown in the Plan, develop an annexation plan for those areas.	City	2	*No proactive annexation plan was developed, beyond the policy statements included in the updated Gateway Plan, and Eureka Valley K-18 Corridor Plan.*
Identify priority redevelopment areas and create incentives to encourage infill and redevelopment within established areas of the City.	City	2	*Traditional Neighborhood Study Completed 2002-2003 with adoption/implementation of M-FRO and TNO standards; Downtown redevelopment areas identified, incentivized and redeveloped; Aggieville-Campus Edge Plan adopted 2005 - implementation of mixed use north of Bluemont in progress.*
Develop a Fiscal Impact Analysis model and utilize the *Annexation Checklist* contained in Appendix D of this Plan to evaluate all proposed annexations to the City.	City	1	*Model not yet developed in concert with Finance Dept., however annexations were analyzed.*
Residential Land Uses			
Review and Revise Zoning and Subdivision Regulations, as may be necessary, to ensure compatibility with Comprehensive Plan policies for: • Urban and rural residential land uses; • Development with a mix of uses and densities; • Protection of natural resources and features; and • Multi-modal connectivity	City/County	2	*Completed as needed*
			Completed as needed
			TNO, M-FRO Overlays developed and implemented,
			Discussions w/Public Works on storm water quality provisions
			Completed as needed
Complete the current initiative to develop design standards for residential infill and redevelopment, and implement.	City	O	*Completed, developed and implemented M-FRO and TNO overlay districts.*
Finalize and implement development standards for design and layout of new multi-family developments.	City	1	*Completed for M-FRO District, not finalized for other multi-family areas.*

Strategy/Action	Responsible Party/Parties	Priority	2014 Status
Review and revise street design standards, if necessary, to comply with Urban and Rural Roadway Design criteria.	City/County	2	*The City and County have established standard specifications for road construction with standard drawing requirements that comply with AASHTO, grade and curve standards are included in Subdivision Regulations. Additional review and revisions being considered by City.*
Commercial Land Uses			
Review and revise Zoning and Subdivision Regulations, as may be necessary, to ensure compatibility with Comprehensive Plan policies for: • Mixed use development • Multi-modal connectivity • Outdoor dining and seating areas in the downtown commercial core • Community and Neighborhood Commercial Centers and the Central Core District, and • Promoting infill and redevelopment within established commercial activity centers, including the downtown.	City	2	*Ongoing as part of zoning applications* *Ongoing as part of zoning applications* *Ongoing as part of zoning applications* *-Sidewalk dining ordinance written and implemented in Aggieville and Downtown* *-Drafted commercial standards* *Ongoing as part of zoning applications* *-Downtown redevelopment areas completed*
Finalize and implement development standards for: • The design and layout of commercial activity centers, and • Infill and redevelopment.	City	2	--- *Drafted pedestrian oriented commercial stds* *M-FRO; TNO; Aggieville Campus Edge mixed use PUD standards developed*
Create incentives and explore facilitation tools, such as Tax Increment Financing (TIF), Neighborhood Revitalization Program (NRP) and Transportation Development Districts (TDD) financing for: • Infill and redevelopment within the Central Core District; • Infill and redevelopment of established commercial activity centers; and • New commercial developments.	City/County	2	*North and South Downtown redevelopment areas: TIF; TDD; Star Bonds utilized* --- --- ---
Employment Land Uses			
Continue to develop and implement site layout and architectural design standards for Office/Research Park and Industrial development.	City/County	2	*Developing corridor overlay standards*
Review and revise Zoning Regulations, as may be necessary, to ensure compatibility with Comprehensive Plan policies for Office/Research Park and Industrial development.	City/County	2	*Ongoing, analyzed NBAF & KSU Research spin-off zoning and site needs as part of Bioscience Report*

Strategy/Action	Responsible Party/Parties	Priority	2014 Status
NATURAL RESOURCES AND ENVIRONMENT			
Restrict development within identified environmentally sensitive areas and natural hazard areas by implementing regulations that: 1), identify and codify the location of these areas; 2), establish criteria for identifying environmentally sensitive areas that are not currently recognized; and 3), establish criteria that prevent development from occurring in identified areas.	City/County	1	*1 – yes,* *2 – some criteria established,* *3- yes* *(slope criteria, stream bank setbacks, higher std. floodplain regulations being developed, Wildcat Creek Floodplain Management Plan adopted and Blue River Floodplain Plan being developed)* *County implemented riparian and floodplain buffer requirements, updating floodplain standards, storm water regulations.*
Facilitate the creation of continuous, permanent, system of open space corridors by: • Developing site development standards, criteria, and incentives that promote environmentally sensitive design and the integration of corridors, buffers, linkages, and other preserved open space into new development; • Establishing open space dedication requirements for private development; • Creating an open space acquisition and improvement fund; and • Exploring the use of conservation easements and other private sector tools for Environmentally Sensitive Areas and open space preservation.	City/County	2	*Wildcat Creek Floodplain Management Plan adopted*
			Currently developing higher standard floodplain regulations.
			Not accomplished. Needs discussion with Parks Dept.
			Army Compatible use Buffer (ACUB) program suggested when appropriate and implemented by US Army in conjunction with Kansas Land Trust.
			Conservation and drainage easements utilized in appropriate areas in some subdivisions and development plans.
PUBLIC FACILITIES AND SERVICES			
Require public wastewater and water systems for all new development within the Urban Service Area.	City/County	1	*Completed, ongoing*
Develop and adopt a uniform set of standards for the definition of Adequate Urban Facilities and Services (typically these would be in the form of level-of-service standards for public facilities and services). Implement regulations that require that all development within the USAB must have services available or planned for and funded that meet these standards.	City/County	1	*Developed utility service agreements with Riley and Pottawatomie Counties.*
Explore opportunities, costs, benefits and coordination issues associated with becoming a regional utility provider.	City/County	2	*Yes for water and wastewater through agreements with both Counties. Water agreements with Riley County, Konza Water Dist., Riley Rural One Water Dist., Pott. Co. Rural 1 Water Dist.* *Sewer agreements with Pott. Co. Sewer* *Utility services have been provided to outside entities*
Make decision on becoming regional utility provider.	City	2	*City is becoming more of a regional utility provider.*

Strategy/Action	Responsible Party/Parties	Priority	2014 Status
REGIONAL COORDINATION			
Identify Comprehensive Plan goals and policies that require ongoing collaboration and cooperation with other governmental agencies within the region.	City/County	1, O	
Continue to build on the recommendations in the City-County Urban Fringe Coordination Report.	City/Counties	O	
Explore Regional collaborative initiatives to strengthen the Manhattan Urban Area and region.	City/Counties Local Agencies & Organizations	O	*Created the Flint Hills Regional Council, Flint Hills MPO, Wildcat Creek Watershed Working Group and Management Plan; developed Flint Hills Regional Growth Plan and Joint Land Use Study. Initiating Big Blue River Floodplain Management Plan.*
Consider revising the Manhattan Urban Area Planning Board's jurisdiction to cover the entire Comprehensive Plan area.	City/County	2	*Initiated ongoing discussion with both Counties*
Continue to collaborate with other local agencies to utilize GIS and other emerging technologies for regional data sharing and cost savings.	City/Counties	2	*Ongoing discussions, collaboration and data sharing with local government/ agencies*
	Local Agencies		
MOBILITY AND TRANSPORTATION OPTIONS			
Review and revise Zoning, and Subdivision Regulations, as may be necessary, to ensure new development supports a multi-modal transportation system and provides an interconnected street and sidewalk pattern.	City/County	2	*Interconnectivity required by Subdivision Regulations.*
Coordinate with local, state, and federal agencies to identify funding sources and work towards the implementation of a transit system. Once funding becomes available, implement the action steps identified in the Transit Implementation Plan, dated April 2001.	City/County	3	*Transit Implementation Plan updated and implemented in part by aTa*
Implement appropriate traffic calming techniques to reduce negative traffic impacts in neighborhoods.	City	2	*Implemented where appropriate in development, such as along the west edge of the Downtown redevelopment areas.*
HOUSING AND NEIGHBORHOODS			
Review and revise Zoning and Subdivision Regulations, if necessary, to: • Determine if there are any barriers to achieving a mixture of housing types and densities in residential neighborhoods, and • Address the compatibility and connectivity of adjoining neighborhoods.	City/County	2	*TNO and M-FRO developed and implemented.*
			Drafted future trails and pedestrian/bicycle connectivity map w/ Parks & Recreation and PW ; Bicycle Adv. Comm. drafted updated Bike route map; sidewalk gap map developed and sidewalk gaps are being filled with CBDG and Safe Routes to Schools grant; bike infrastructure being developed, Implemented Bike Blvd. through the Bicycle Master Plan, Bronze Level Bike Community rating from League of American Bicyclists

Strategy/Action	Responsible Party/Parties	Priority	2014 Status
Encourage the construction of affordable housing by: • Working with private landowners to identify and maintain a range of available sites for affordable housing in the city, and facilitate getting sites pre-zoned; • Working with non-profit organizations and developers to increase supply of affordable housing; andProviding incentives for the development of affordable housing.	City	O	
			Supported and assisted tax credit housing applications/developments throughout the community.
			Working/coordinating with Manhattan Housing Partnership activities
			Waived certain fees
Promote infill and redevelopment within older neighborhoods by: • Completing the current initiative to develop and implement standards for infill and redevelopment within older neighborhoods, and • Developing incentives for infill and redevelopment.	City	2	
			Completed and implemented TNO and M-FRO and revised M-FRO two times
			Implemented through TNO and M-FRO
Identify and foster initiatives to maintain and enhance the quality of life in existing neighborhoods.	City/County	2	*Implemented Rental Inspection program in 2009; repealed by City Commission in 2011.*
HISTORIC PRESERVATION			
Inventory local resources to identify historic and cultural assets.	City and Local/State Preservation Offices	O	*The City has completed four Cultural Resource Surveys. 17 properties and 2 Historic Districts have been listed on the National Register of Historic Places*
Identify and utilize incentives for the preservation and rehabilitation of historic buildings, districts, and sites.	City and Local/State Preservation Offices	2, O	*None*
COMMUNITY DESIGN			
Establish development standards for community gateways.	City/County	2	*Drafting provisions for Gateway and Eureka Valley – K-18 Corridors.*
Develop incentives to encourage innovative design practices.	City/County	2	*Not initiated.*
Identify and map specific limits of community gateways in which development standards would apply.	City/County	2	*Ongoing for Gateway and Eureka Valley – K-18 Corridors*
Encourage innovative design practices to provide flexibility in public and private development projects.	City/County	2	
Develop appropriate criteria for ensuring that view sheds and ridgeline vistas are identified and treated in an appropriate manner during the master planning process. This may include requirements in the Zoning and Subdivision Regulations, or design standards that would apply to all master-planned properties.	City/County	2	*Developed extensive visual analysis of Gateway Corridor to help inform development of overlay district.*
ECONOMIC DEVELOPMENT			
Monitor supply of finished sites and raw land suitable for residential, commercial, office/technological, industrial service and industrial development and periodically review and update the Future Land Use Plan Map as appropriate.	City/County	O	*Ongoing monitoring of land absorption and available parcels; Completed Eureka Valley – K-18 Corridor Plan; updated Gateway to Manhattan Plan; and updated Future Land Use map.*

Strategy/Action	Responsible Party/Parties	Priority	2014 Status
Review Zoning and Subdivision Regulations to determine if they adequately provide for home occupations.	City/County	2	*Amended City Zoning to add to mobile home park district (now allowed in all residential areas)*
SPECIAL PLANNING AREAS			
Collaborate with other public and private partners to encourage redevelopment of the commercial core, as recommended in the Downtown Tomorrow Plan.	City/County	1, O	---
	Local Agencies		*Redevelopment Completed*
Update the Gateway to Manhattan Plan, if city services are extended to serve the area in the future.	City/County	3	*Update and adoption completed*
Work with property owners to facilitate neighborhood level master planning in the Miller Ranch, Blue River Valley and Eureka Valley growth areas and ensure that the special planning area policies are addressed during the planning process (natural resource protection, neighborhood commercial areas, mixed-use development).	City	2	---
	Developer		*Completed Eureka Valley – K-18 Corridor Plan.* *Completed Aggieville-Campus Edge Plan.* *Completed Miller Parkway Traffic study.* *Completed conceptual western area trails network.*
Work collaboratively with the State of Kansas on implementing the K-18 Corridor realignment, by: • Coordinating with KDOT to establish a corridor management plan for the K-18 Corridor; • Developing a corridor preservation plan for the new K-18 alignment and preserving the future right-of-way; and • Continuing to identify funding sources and options for realignment and construction.	City/County	2, O	*K-18 Realignment and expansion is completed.*
			Completed Eureka Valley – K-18 Corridor Plan *to guide future development with Riley County. and Ogden*
			"
			Construction completed.
Coordinate with Pottawatomie County to explore options to ensure that adequate facilities and services are in place to serve development within the US 24 Corridor.	City	O	*Ongoing, finalized sewer and warter agreements; adopted US 24 Corridor Management Plan*
OTHER PROJECTS:	City/ KSU		*<u>Other Area Projects</u>:* *-Dennison, Kimball and N. Manhattan Ave. corridor redevelopment for NBAF,* *- KSU Master Plan* *- Higher Density residential utility impacts being modeled around campus*

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